

The Hongkong Telegraph

(ESTABLISHED 1861.)

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August 20 1915. Temperature 6 a.m. 80 2 p.m. 88
Humidity 91 70

August 20 1915. Temperature 6 a.m. 77 2 p.m. 81
Humidity 91 70

2990 日十初月七年卯乙

FRIDAY, AUGUST 20, 1915.

五拜禮 號廿月八年英港

SINGLE COPY 10 CENTS
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS.

TURKS ANXIOUS ABOUT MUNITIONS.

ENEMY'S HEAVY LOSSES IN GALLIOLI.

Important German Bank Goes into Liquidation.

GERMANY WITHDRAWS FRENCH PRISONERS FROM THE MARSHES.

[Reuter's Service to the "Telegraph."]

FAILURE OF GERMAN BANK.

OWING TO GREAT WAR LOSSES.

August 19, 2.20 p.m.
Reuter's correspondent at Amsterdam says that at a meeting of shareholders of the Mittel Rheinische Bank, belonging to the important group of the Deutsche Gesellschaft, liquidation was decided upon owing to great war losses.
It was closely connected with great industries on the Rhine and in the province of Westphalia.

FRENCH AND GERMAN PRISONERS.

GERMANY GIVES WAY.

August 19, 2.20 p.m.
Reuter's correspondent at Paris says that the French Government having submitted testimony to American and Swiss witnesses, as to the good treatment of German prisoners, also threatened reprisals. Germany has consented to return to their original camps, French prisoners condemned to drain marshes, as a reprisal of the alleged ill-treatment of German prisoners in the French African Colonies.

A BOMBASTIC MEMORIAL.

A FEW LITTLE THINGS THAT GERMANY WANTS.

August 19, 5.40 a.m.
A despatch from Copenhagen, published in New York, says that the German nation is split on the question of the annexation of Belgium and the ultimate aims of the war, generally, and a storm has gathered round the Government over the problem. It is believed that the Kaiser, Dr. von Bethmann Hollweg and Herr Jagow support the restoration of Belgium, but that powerful factors are working for its annexation.

The memorandum mentioned on the 18th was also signed by Princeps Hatzfeldt and Donnersmark (the latter, the richest man in Germany), Admiral Truppel, ex-Governor of Kiaochow; Ex-Ambassadors Counts Monts and Leydon; Herr Mendelssohn, President of the Berlin Chamber of Commerce; Major Parsaev, of airship fame; the editors of the Berliner Tageblatt and the Frankfurter Zeitung; and a score of leading professors. Herr Donnersmark has been in the closest touch with the Government since his return from America and his views are discernible throughout the memorial which says:—
"We must acknowledge that the annexation, politically, of independent nations is vicious. The German Empire has assimilated foreign elements very slowly and still incompletely and we do not desire to permit ourselves to be driven by course of events by individuals or by easily concocted popular feeling, to change the fundamental law which the Empire was created for or to destroy the character of our National State. We are firmly convinced that the war will end in full victory for Germany, but the German nation can only conclude a peace, which will give a sure foundation for the unhampered use of its strength and enterprise at home, and on free seas. We trust your excellency will succeed in reaching such a peace at the height of our military successes."

TO-DAY'S LATEST WAR TELEGRAMS.

THE ITALIANS.

VALUE OF THE SANTA LUCIA CAPTURE.

August 19, 5.50 a.m.
Santa Lucia, is only two miles from the fortress of Tolmino. The trenches taken by the Italians are near the summit which is strongly fortified.

AUSTRIANS RE-ATTACK PELAGOSA.

August 19, 2.50 a.m.
Reuter's correspondent at Rome says that 20 Austrian naval units, with an aeroplane, attacked the small island of Pelagosa in the Adriatic. The garrison resisted stoutly and the Austrians were afraid to land and sailed off. There were only seven Italian casualties.

CAVALRY TO BE ALLOWED TO FIGHT IN THE TRENCHES.

August 19, 3.10 p.m.
Reuter's correspondent at Rome says that the Italian cavalry are restive because they cannot be employed during the present mountain warfare. They have sent an appeal to their commander, the Count of Turin, to be allowed to fight in the trenches or to join the mountain battery. The Count of Turin has granted their appeal.

SOUTH WALES MINERS.

A SPEEDY SETTLEMENT LOOKED FOR.

August 19, 2.50 p.m.
The last remaining coal trouble in South Wales is in process of a speedy settlement. Mr. Ransome's decision (by which both sides have agreed to abide) on a few outstanding points will be given in a day or two.

GREECE.

GREEK VESSELS RECOMMENDED TO CARRY LARGER NATIONAL FLAGS.

August 19, 2.50 p.m.
The German Minister at Athens in a Note to the Greek Government recommends that Greek vessels carry larger national flags in view of submarine attacks in the Aegean Sea.

M. VENIZELOS' DIFFICULTIES.

August 19, 3.10 p.m.
Reuter's correspondent at Athens says the difficulties of M. Venizelos are almost solely caused by the policy of his predecessors. It has even been asked whether they have not rendered the foreign situation such that M. Venizelos' policy is almost impossible.

THE DARDANELLES.

ENORMOUS TURKISH LOSSES.

August 18, 3.05 p.m.
It is reported at Athens that the Turkish losses in the latest Gallipoli battle were 27,000. The Turks are anxious about munitions, the passage of which Roumania and Bulgaria have now stopped.

TURKISH FEARS FOR SMYRNA.

August 19, 3.10 p.m.
Reuter's correspondent at Paris says that large Turkish forces have arrived to guard Smyrna, where the Turks fear a landing.

KRUPPS TURNING OUT 2,000 SHELLS DAILY.

August 19, 3.10 p.m.
According to Reuter's correspondent at Athens, diplomatic advice from Constantinople say that there is great activity in Krupp's works there. They are turning out 2,000 shells daily.

TO-DAY'S LATEST WAR TELEGRAMS.

THE PIRATE'S EXPLOITS.

MORE NEUTRAL VESSELS SUNK.

August 18, 8.20 p.m.
The Norwegian steamers Mineral and Komules, the Spanish steamer Isidoro and the British steamer Binny and a trawler have been sunk. The crews were saved.

ANOTHER WILSON LINER SUNK.

August 19, 3.10 p.m.
The Wilson liner Grindao has been sunk. The crew was rescued.

NORWEGIAN MAILS SEIZED.

August 19, 8.10 a.m.
Reuter's correspondent at Copenhagen says that Norway is angry at a German submarine stopping the Norwegian mail packet Heston and seizing the mails. Norway has sent a protest to Berlin and requested the return of the mails.

THE EIGHT HOUR ACT.

CONFERENCE OF MINERS.

August 18, 8.20 p.m.
A great conference of miners will be held at an early date to consider the suspension of the eight hours act.

AUSTRALIAN SHELL MAKING.

VICTORIA'S OFFER.

August 18, 8.20 p.m.
Reuter's correspondent at Melbourne says that conferences are proceeding with a view to the local smelting and refining of the whole of the Australian copper ore and also the local manufacture of copper goods. 50 firms in Victoria have offered to engage in shell making.

GERMAN INTRIGUES IN AMERICA.

FURTHER DISCLOSURES.

August 18, 3.05 p.m.
The New York World adds that the contract with the Bridgeport Projectile Company was approved by the Military Attache, Captain Papan. Other contracts were prepared by Herr Heyman, an ex agent of the Hamburg America line in Mexico City, the same agent who secured the landing of arms at Puerto Mexico for ex President Huerta two years ago when the United States was trying to prevent further shipments to Mexico.

The Bridgeport Projectile Company last July contracted for powder with the Ems Explosive Company, whose president is a British subject, and who is now most indignant at the possibility of its output going to Britain's enemies. One German agent gave a receipt for \$100,000 gold as a guarantee of the performance of the contract.

The Providence Journal says that American detectives posing as German agents received from an Attache at the German Embassy a list of thirty German officers in the United States for whom the Embassy desired fraudulent passports.

GERMANY AND AMERICANS.

PRESIDENT WILSON ASKS QUESTIONS.

August 18, 8.20 p.m.
Reuter's correspondent at New York says that it is understood that President Wilson has requested that certain statements regarding the existence of German propaganda and the activity of the German spy system, several years prior to the war, should be submitted to the naval authorities and the neutrality board. These statements refer to attempts to gain information concerning the secrets of the American battleships, details of the fire control system, etc., also regarding the use of certain wireless stations and their endeavours to obtain permanent land stations in the neighbourhood of Nicaragua which would have been of great value in the event of the Panama Canal being fortified.

THE AUXILIARY CRUISER INDIA.

PART OF THE CREW INTERNED IN NORWAY.

August 19, 5.50 a.m.
The Norwegian Government has decided to intern the 12 officers and the 95 men of the auxiliary cruiser India who landed in their own boats. Those whom the neutrals brought ashore will be permitted to return to England.
(Continued on the Extra.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The British steamer Grindao has been sunk. The crew was saved.

Part of the crew of the auxiliary cruiser India is to be interned in Norway.

Large Turkish forces have arrived at Smyrna, where the Turks fear a landing.

The Skapstina at Nish is now sitting in secret to consider the Entente Powers' proposals.

The last remaining trouble in the South Wales Coalfield is in progress of speedy settlement.

The Italian cavalry are restive because they cannot be employed in the present mountain warfare.

At a meeting of shareholders of the Mittel Rheinische Bank it was decided to liquidate owing to the great war losses.

A despatch from Copenhagen says that the Germans have split upon the question of the annexation of Belgium and the ultimate aims of the war.

A bomb was thrown at Admiral Taorg, the governor of Shanghai, it exploded without causing him any harm. An ex-soldier from Tientsin has been arrested on suspicion.

20 Austrian naval units with an aeroplane attacked the small island of Pelagosa in the Adriatic. The garrison resisted stoutly and the Austrians were afraid to land and sailed off.

The Norwegian Government is angry with a German submarine for stopping the Norwegian mail packet and seizing the mails. Norway has sent a protest to Berlin and requested the return of the mails.

The difficulties of M. Venizelos are caused by the policy of his predecessors. It has even been asked whether they have not rendered the foreign situation such that M. Venizelos' policy is almost impossible.

DON'T FORGET.

TO-DAY.

Bijou Theatre—0.15 p.m.
Victoria Theatre—0.15 p.m.

TO-MORROW.

Bijou Theatre—0.15 p.m.
Victoria Theatre—0.15 p.m.
Monday August 23.
Sale of Shares—G.E. Lammet's Sales Room—2.00 p.m.
Sale of steam launch White Star—Ah King's Slipway—G.E. Lammet—5.30 p.m.
Tuesday, August 24.
Sale of Leasehold Property—G. A. Lammet's Sales Room—3 p.m.
Saturday, August 28.
Hongkong Hotel Co. Ltd. meeting of Shareholders—noon.
Aquatic Race V.B.C.—0.0 p.m.

NOTICES

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MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

ASTHMA
CAN Be Cured.

THEN why be half suffocated,
and sit up all night coughing
and gasping for breath when a
SINGLE dose of
NOBBS' ASTHMA CURE

will give you certain, prompt
relief and ensure a good night's
rest? This, the only genuine cure
for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

Obtainable at Messrs. A. S.
WATSON & Co., Ltd. and all
Chemists and Patent Medicine
Vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese
graduate versed in litera-
ture, has been a teacher to
European officials and merchants
in this Colony for over ten years.
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is pos-
sessed of a first rate certificate
as a Chinese teacher. He has also
a good knowledge of Mandarin
and Hakka.

Those who intend learning the
Chinese language are requested to
write c/o "Hongkong Tele-
graph" office or direct to No. 160,
Wellington Street, second floor.
Hongkong, 29th Jan., 1912.

WING KEE & CO.

47-49, Connaught Rd.

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PROVISION & COAL

MERCHANTS

Hongkong, 3rd October, 1913.

NOTICES

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GRILL ROOM.

Hongkong, July 14, 1914.

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the vicinity of all the principal Banks.Noted for the best Food, Refreshments, Accommodation and
Cleanliness. Cuisine under European Supervision.A first-class string Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.

Special monthly terms for residents and for shipping people.

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Those desiring Economy combined with Comfort, Quiet and a Most
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Rooms.Under Personal Management of
O. E. OWEN, Proprietor.

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OPPOSITE ASTOR HOUSE HOTEL.

These Rooms have been thoroughly renovated and newly furnished through-
out. They are specially recommended to Mercantile Officers, Tourists,
Travellers and Local Residents, being most centrally situated. Special Terms
can be arranged with the Alexandra Cafe for full or partial Board.Single Rooms from \$2.00 per day or \$40.00 per month with attendance. Hot
and Cold Water, Electric Light, &c., No Extras.
Inspection cordially invited: full particulars may be obtained either
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PRAYA GRANDE, MACAO.

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Residents and Tourists excellent accommodation. Large dining
room facing the sea. It has been entirely renovated throughout
and newly furnished, and is now up-to-date in every respect. Large
and airy rooms, excellent sanitary arrangements. Hot and Cold
Baths, electric light and fans. Private and Public Bar and
Billiards. Terms Moderate. For further information apply to
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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL

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Every Room; prompt connection maintained by six lines to Central.

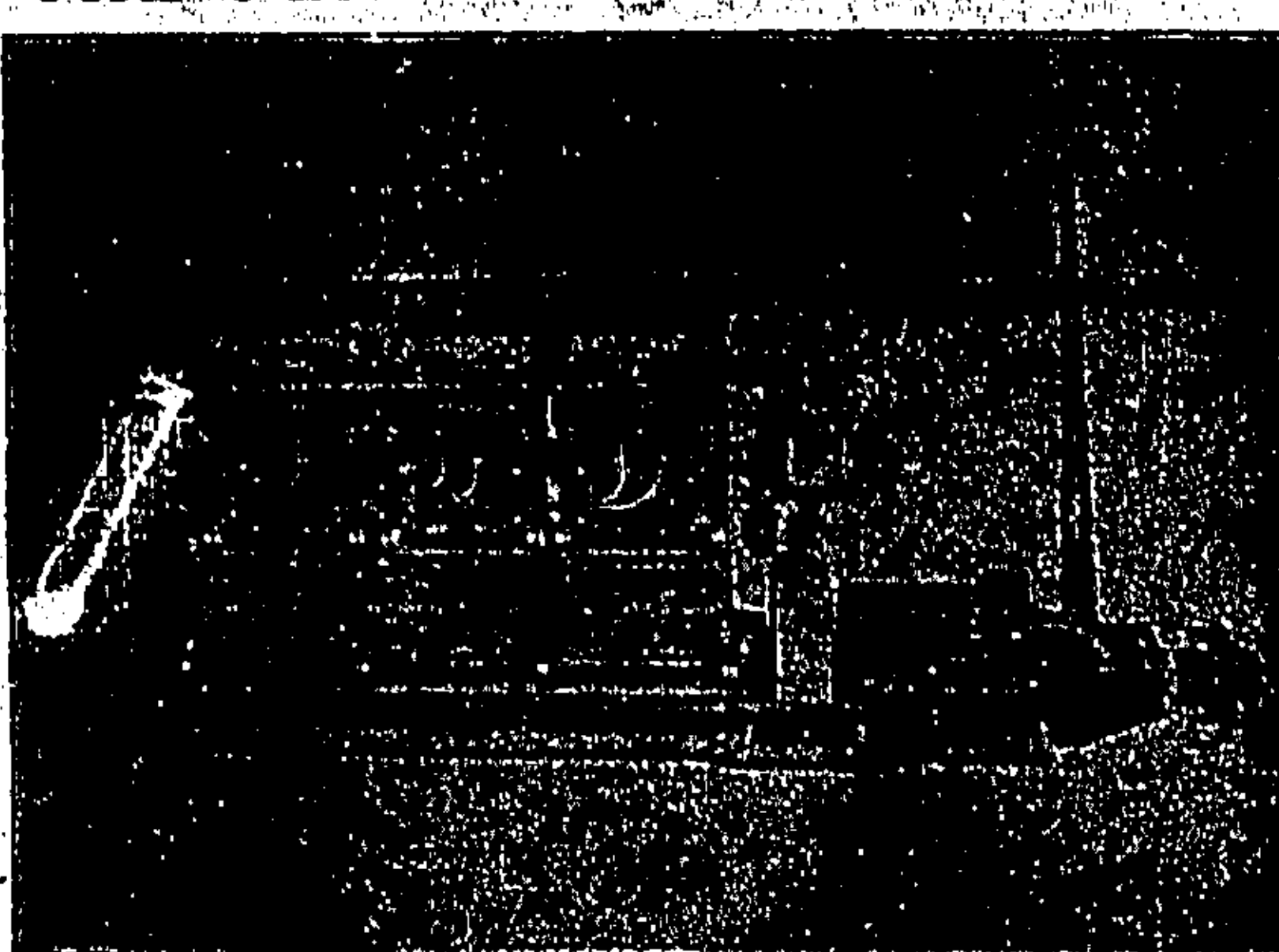
Moderate Tariff and Excellent Cuisine, Roof Garden and Social

Rooms, European Runner meets Steamers.

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NOTICES

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SMALL, COMPACT, ECONOMICAL FOR
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A.B. THE SWEDISH TRADING CO.

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OUR CONTEMPORARIES.

South China Morning Post.

Cotton as Contraband.
Cotton being deemed absolute
contraband the whole duty of the
commander of a warship will com-
sist in bringing any cotton-laden
vessel he captures into port to
be adjudicated upon in proper
equity, with nothing more detri-
mental to the neutrals to which
it may be consigned than a me-
dium delay, for which compensa-
tion will be paid. England has
ought by every possible means to
avoid giving trouble to neutrals,
but the evidence of many seiz-
ures all goes to prove that they
have taken undue advantage
of the consideration accorded
them. Of the many neutral
vessels held up the great majority
have been found to be cotton-
laden vessels whose cargoes were
obviously destined for Germany.
Fortunately there have already
been frank exchanges of opinion
between the Allies and the Ameri-
can Government and, although
the cotton interests may protest
loud enough, it is expected that,
with the facts before them, the
Washington Government will
concur in the stand now taken by
those countries which are im-
mediately concerned with the
speedy termination of a murder-
ous war forced upon them by a
cruel and ambitious neighbor.

Daily Press.

Cotton and Shells.

As for cotton indirectly destined
to Germany through neutral
countries, we should then, accord-
ing to the precedents of the Civil
War, have ample justification for
seizing it whenever we could
prove that these countries were
getting more than their normal
share. For the equally necessary
removal of the practical difficulties
involved by the sudden curtail-
ment of the market of American
planters we have on the Ameri-
can precedent. By buying at any
rate enough of Germany's normal
quota to steady the price, we
should merely be paying back with
interest the action of the North
in Lancashire whom the block-
ade of the South had reduced to
starvation. There are other equally
important ways in which the
parallel of the Civil War—during
which we were continually pro-
testing, usually in vain, but good-
naturedly, against the same sort
of things that the Americans are
now finding fault with—can be
used. And it would appear from
the cables published yesterday
that in taking the step of declar-
ing cotton contraband the Allies
intend to use them; for we are
told that they will take their stand
not only on the broad ground that
international law authorizes it,
but on the fact that the United
States proclamation of 1865 made
materials for the manufacture of
ammunition contraband.

China Mail.

The Mining Industries of Canada.
In New Brunswick the seams
are not thick, but are very nearly
horizontal, the coal occurring
quite near the surface, the
deepest shaft in the neigh-
bourhood not exceeding 40 ft.
In this district the coal industry
is still in the preliminary stages
of exploitation, though it has
been established for many years.
Some idea of the ease with which
the coal is worked will be gathered
from the statement recently made
that the number of metric tons
produced per annum per man is
in Canada 486, while in Great
Britain the number falls
to 230. Our comparative
small output per man is
explained to some extent by the
extra labour entailed in "abnormal
places," and the necessity of
working thinner seams, due to the
steady exhaustion of the thicker.
Possibly the restrictive policy
encouraged, or convinced at, by
the trade unions, is not without its
effect. Besides coal, other minerals
furnished by this area are copper,
gold, sulphur, gypsum, oil, gas,
sandstones, limestones, clays and
building stones of various kinds.
Unquestionably Canada has a
great future before her, and once
the war is over she is certain to
forge ahead as one of the most
important and wealthiest portions
of the British Empire.

For a "good solid deal" in
Carls or Tablets with
Wines & Liquors of the Best
ALEXANDRA CAFE



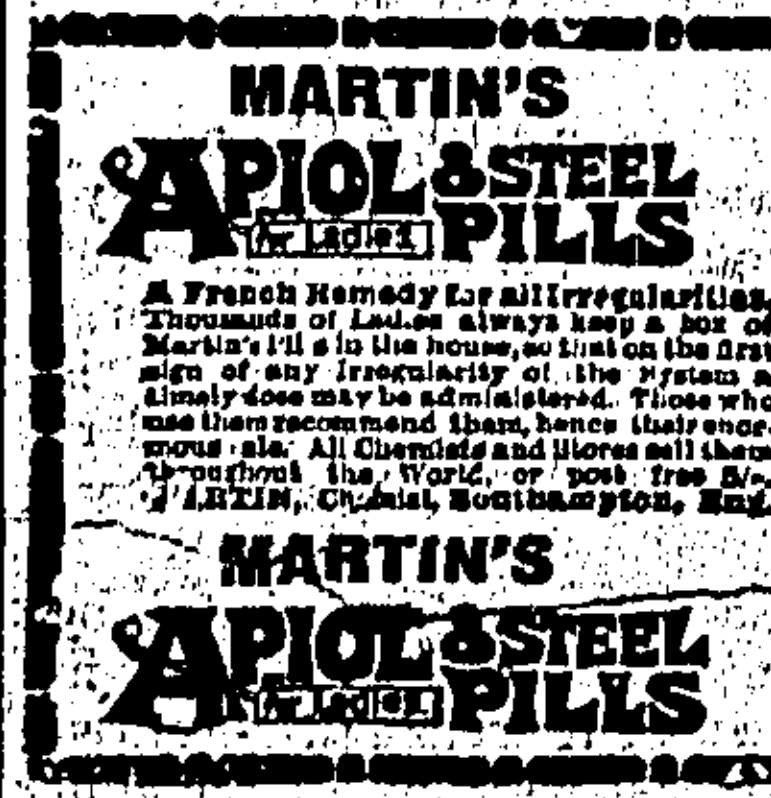
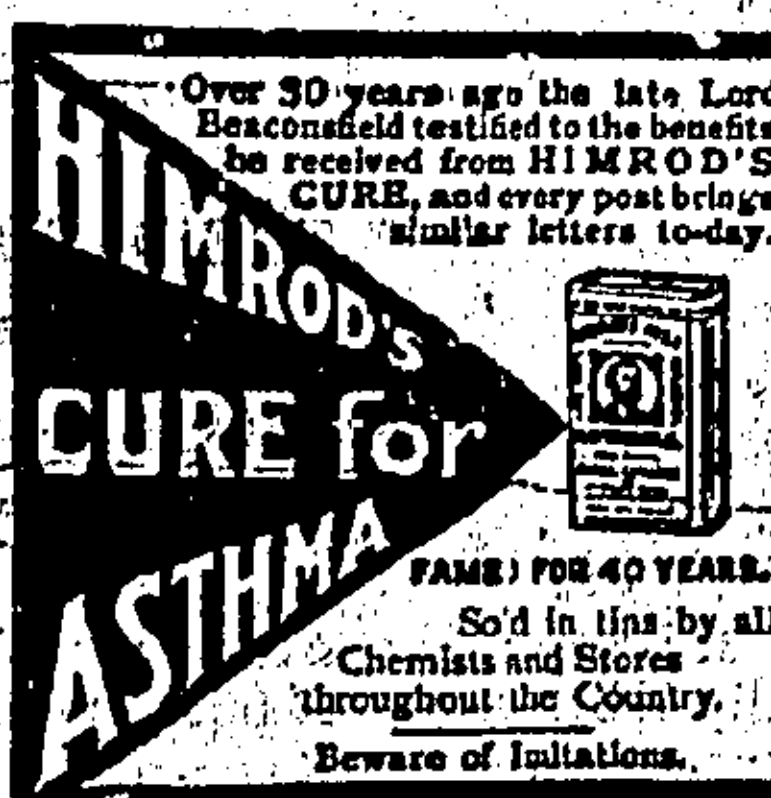
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WEST RIVER

AND

VARIOUS DISTRICTS

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Hongkong, 18th July, 1913

GENERAL NEWS.

The Widening of Cheapside.
A scheme for the widening of Cheapside is likely to be considered in the near future by the City Fathers. Properties are falling in very shortly, and it is intended, when the opportunity arises, to develop the site somewhat on the lines followed in the case of King William-street. Meanwhile, all leases that are lapsing are only being renewed for septennial periods.

Reconstitution of Louvain Library.
The English movement for the reconstitution of Louvain Library is progressing fast, and some 2,500 books have already been offered or sent. Probably as many as 1,000 will come from the library of the late Sir Charles Nicholson, whose family have interested themselves greatly in the effort. Various universities are contributing, and books or offers have come from as far away as Jamaica, South Africa, and Lisbon.

Dr. Radford, Warden of St. Paul's College, Sydney, who is elected Bishop of Goulburn, New South Wales, has had an interesting religious career. He was brought up a Congregationalist, but became a Churchman while at Cambridge where he graduated with distinction and won a Fellowship at St. John's. Non-conformity has supplied many excellent prelates to the Anglican Episcopate—the present Bishop of Chelmsford is an ex-Wesleyan and also several eminent theologians, the best-remembered being Bishop Butler, the author of the famous "Analogy."

Dysentery in Kobe.
Since the *nyubai*, dysentery has set in with its usual summer virulence in Kobe and district. On the 11th instant, the cases reported numbered 8 in Kobe city proper, 19 in Hyogo, and 25 in the Kobe police district. By the 24th instant, the number had increased alarmingly, 26 fresh cases being reported in one day. According to the Public Health Board of the Municipal Office, the cases reported since the beginning of the current year number 266 in the city of Kobe and 386 in Hyogo prefecture, the figures in either case being a considerable increase as compared with the records for the corresponding period of last year.

Hendriks Willem Mesdag.
Hendriks Willem Mesdag, the famous Dutch painter whose death is announced, held exceedingly altruistic views regarding his art. For years he threw open his studio to the public every Sunday morning that all who cared to inspect his work might do so, and a while ago he made over his house at The Hague, with its wealth of Barbizon treasures, to the nation. Mesdag's own paintings were chiefly of the sea. His best known work is probably the poster advertising the Harwich and Hook of Holland route, in which the two ports are joined by a chain crossing a grey sea. Very few probably of the millions who have gazed on it at our railway stations have associated it with one of the foremost of modern Dutch artists.

General Lukin.
When a South African contingent came to London for the Coronation four years ago it was under the command of Brigadier-General Henry Timon Lukin, to whom General Buller has entrusted the task of receiving the surrender of the German forces. His selection by the great soldier-statesman of the Union for this work is highly appropriate, for General Lukin has been fighting in South Africa for the Empire since he was a lad in his teens. The son of a Kent barriester, General Lukin went through the Zululand Campaign of 1879, and was severely wounded at the decisive victory of Ulundi, when he had only just completed his nineteenth year. Before he attained his majority he had taken part in a second expedition, that in Basutoland; later he assisted to put down a rebellion in Bechuanaland; while in the last South African War he held several commands and won the D.S.O.

If you have lost your appetite or are of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.

THE VICTOR VICTROLA

BRINGS TO YOU AN INFINITE VARIETY OF ENTERTAINMENT—



Call in and we will gladly demonstrate it to you.

EXCLUSIVE AGENTS
MOUTRIE'S.

OUR SPORTS LETTER.

Victor Trumper.

(From Our Own Correspondent)

London, July 2.

(Continued from Yesterday.)

He finished absolutely last which is proof positive that the horse for some reason did not show his proper form. He is owned by Mr. C. T. Garland, who is in the 2nd Life Guards. It may be added that Mr. L. McCreery's Laramie, a filly that made a big mark early in the season, filled second place but that was only because Captain McCalmont's Roi d'Espagne swerved most violently close home.

The chief handicap of the day was the Hara Park of a mile, and what speculation there was pointed unmistakably to a victory for Mr. A. E. Barton's *Mr. Ronald*, who was much fancied to win the New Derby. This horse once looked to be hopelessly beaten, but he came again and nearly succeeded in catching Mr. J. G. Wilson's *Rather Bold*, who was a 100 to 8 chance. As he carried 7.12 and beat the best of the others by six lengths, the performance may be said to be a very good one for a three-year-old. Honeywood, last year's Cambridgehire winner, ran well under a big weight and is sure to be heard of in the Autumn. *Sir William N-Lon*, a big shipping and frozen meat magnate in the Argentine trade, won the Maiden Two-year-old selling Plate with an animal named *Olydeside*, who was afterwards sold at the auction to Richard Woolton, presumably for export to Australia for 500 guineas, which is the biggest price realised at auction since the war began.

Rain fell heavily during most of the afternoon on the second day, and the going was soon made soft. Lord Derby sent out a winning two-year-old in a colt by *Polymelus* from *Bramus*. He only won by a head, but he ran a bit "green," this being his first outing in public. The other two-year-old winner was *Major Astor's Poppingal*, a daughter of *Dart*, *Ronald* and *Poppingal*. She did not get off well, but struggled on gamely to beat a very hot favourite in Mr. Frank Curzon's *Comedienne*. The winner is half-sister to *Grid* and *Gay*, who was one of the smartest fillies of last season. *Jameson*, who has a Victoria Cup to his credit, brought off a 100 to 8 chance by making all the running for the *Soham Handicap* of 5 furlongs, and *Khadive III*, who is owned by the French sportsman M. de St. Arny, put up quite a smart performance by winning the *Duke of Cambridge Handicap* of a mile and a half under a big weight. He had a big field behind him, the joint favourites at 7 to 1 being *Colonel Story's The Forest* and *Lord Carnarvon's Magyar*. Bright, who won the *Bethlehem Plate*, is the mare that finished second to *Snow Marten* for the *New Oaks*. She belongs to Mr. J. B. Joel, whose two-year-old could not run at the meeting owing to a serious outbreak of coughing in the stable at Wantage in Berkshire.

English cricketers are gripped by the death of Victor Trumper. They knew of his illness, but the unhappy end of his brilliant career came with painful suddenness. "We seem to be losing all our best friends just now," said P. F. Warner. "Poor Victor Trumper! The most unassuming cricketer in the world, and at one time the finest batsman. He would speak as if he had never made a run in his life and yet he had no superior." One of the greatest batsmen of all time," said J. B. Hobbs. "Of course, like most of us, he struck his bad patches but what a wonder he was when he got going. Even when he failed he did not play badly and to see him on a difficult pitch was to understand his true genius." Of all Australia's band of famous batsmen from Charles Bannerman of 38 years ago to Burdett and Macartney at the present time, none was so brilliant or versatile. At the zenith of his game he challenged comparison with *Kent's* *Jack*. That is the old, critical English view of Trumper, and the memory of his great years will survive for all time. Trumper's real triumph and when he made his name in England was in 1902. This was during the second of his four tours. It was a wretchedly wet summer and most matches were played on wicket, few were favourable to the batsmen, but Trumper got runs when almost everyone else failed. In the circumstances, to obtain 2,570 in thirty-five matches with eleven innings of over a hundred was a truly wonderful feat.

The First "Bone-Shaker."

At a rough estimate there are three million cyclists in England to-day, and the man who introduced the first "bone-shaker" has just arrived in London. He is Mr. Rowley B. Turner, a refugee from Brussels. As long ago as 1869 whilst in France, Mr. Turner learned to balance himself on an ancient velocipede and three years later he brought it to England. "You can scarcely imagine the sensation it created," he told the writer. "I rode from London Bridge, through Fleet Street to Paddington, and I was cheered by crowds all the way, whilst at the railway station I was such a hero that no charge was made for the carriage of the machine. I took it to Coventry, but the engineers there regarded it as a new Paris toy, and would have nothing to do with it until I gave them an order for 400. Even then they only decided to make them on the casting vote of the chairman of the concern." According to Mr. Turner the first cycle race in England was on May 27th, 1869, and he is the only man living who rode in it. His machine had wooden wheels with iron tyres. In the same year he took part in a race in France from Paris to Rouen. One competitor had a machine with ball bearings and five others rode on solid rubber tyres. "As the twentieth competitor to finish of a hundred who started, I received a bronze medal," said Mr. Turner. "It took me eighteen hours to ride the 133 kilometres, but I slept for a few hours on the road." The founder of this cycle industry

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TO LET.—From 1st September, that part of the building known as "Stonehenge" No. 3, Robinson Road, now in the occupation of the Nippon Yusen Kaisha—particularly suitable for a Boarding House. Apply to DAVID SASSON & Co., Ltd.

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Lumhing, Honolulu.
Khanomohud Oil Company, Pagoda, Penang.
Kwongshingchu, Tientsin.
Nolasco, Macao.
J. M. BECK, Superintendent.
Hongkong, 12th August, 1915.

Great Northern Telegraph Company, Ltd.
Chingun, Amoy.
Hookahin, Amoy.
Jukhengele Taitung Hotel, Swatow.
Lorchongwoo Yenchonglon Seefongkai, Shanghai.
Luyishu c/o Weibing Bank, Hankow.
Shinchungs in Hankow.
Son, Chinkiang.
Teishun Tsuekfoodoh, Shanghai.
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Yeesin cheong, Yinkow.
Hangsang, Chefoo.
Raymondhoes 133, Connaught Road, Yokohama.
Frandon Matsubara, Shanghai.
Tungcheong Hingloong St., Shanghai.
R. BLACK, Superintendent.
Hongkong, 12th August, 1915.

even we are beginning to exploit sport for a fall purpose. Our volunteer soldiers are running races in their hundreds with the object of attaining physical fitness and at a recent school sports the prizes awarded the boys were five shilling War Loan vouchers.

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of 25 Cigarettes just
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THE CRUISER ON WHEELS, Guy Thorne	THE ROAD TOWARDS PEACE, Chas. W. Elliot	3.50
THE LITERARY WAR'S NEW TESTAMENT, W.L. Courtney	BRITISH WAR FINANCE, 1914	4.80
AMERICA TO JAPAN, Lindsay Russell	THE WAR'S NEW HENDI BERTON	.80
THE GREAT WAR FOR THE GREATER PEACE, Commensal	THE GREAT WAR FOR THE GREATER PEACE, Commensal	.80
TO ALL THE WORLD, EXCEPT GERMANY, A.E. Sillwell	THE GREAT WAR FOR THE GREATER PEACE, Commensal	2.75
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THE WORLD IN CRUCIBLE, Sir Gilbert Parker	THE GREAT WAR FOR THE GREATER PEACE, Commensal	2.40
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BIRTH.

BRIDGER.—On the 20th instant at 6, Babington Path, to Mr. and Mrs. R. L. Bridger—a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 20, 1915.

WHAT GERMANY WANTED.

The latest *Times* received from Home mentions that an article by Baron von Liebig, dealing with "Germany's wants" was being widely circulated in Berlin a month or so ago. The Baron, it seems, speaks of his compatriots as "a World People in the World Power sense," (whatever that may mean) and proceeds to demand that Germany shall have a frontier capable of easy defence, and military forces "which can protect the interests of a World People in every part of the world." He further decides that Germany's navy must be raised to the "requisite level," and that she must obtain "as much land as possible" for agricultural purposes, must have "her own colonies—and not merely parts of Central Africa," and must own territory from which she can obtain her own raw material, especially cotton and ores. Finally she must acquire an uninterrupted piece of coast, "a free approach to a World Sea." As a useful afterthought he adds: "The North Sea is, of course, no World Sea, but an inland sea which England, as this war teaches, can close at pleasure."

Baron von Liebig is by way of being a professor of chemistry at the University of Gießen, and if Germany were any other country she would ask this guardian of the young idea, and all his fellow theorists who have done so much towards adding fuel to fire both before and since the outbreak of war, to hold their tongues about what they do not understand; would, in fact, tell them in an unvarnished manner not to make fools of themselves. That certainly would have been Bismarck's way; but then Bismarck was at least a man, and not an ass in a lion's skin. It was such bombastic demands as those mentioned above that helped to give the younger generation of Germans a better conceit of themselves (they always had a tolerably good one) and thus paved the way for the present conflict. The cackling of half a dozen of these male old women was, and has since proved, capable of working more mischief than the utterances of a thousand politicians—even wrongheaded ones; for the German public, like the Chinese, cherish an almost superstitious reverence for the sayings of book-learned men. These gallant lecture-hall and library generals told their worshippers that the Germans were a World People, and none of the said worshippers found it over difficult to believe this.

Had Germany had the good sense not to listen to such evil counsellors the war might never have taken place. Germany must have this, must have that, must have the other, said the professors; and so the torch was laid to the stack. She had ample territory, a large revenue, useful colonies and a powerful grip on the world's commerce; could she not have been content with these? No; Belgium was a small, weak nation, relying on the honour of the Powers for protection; therefore Germany plundered her. France had acquired a reputation for gathering weakness and effeminacy, her army was said to be useless and her commerce such as might easily be grabbed from her; therefore Germany attacked her. Had these attacks proved successful, had Russia and Britain, and ultimately Italy, kept out of the fray, a few more years would doubtless have witnessed the annexation of Switzerland, Holland and possibly Denmark, for "small nations must go!" What would have followed is easy to guess. But the Fates saw the matter in another light, and to-day Germany, for her pains, finds herself without a colony, with a paralysed navy, an army that has achieved infamy instead of fame, a populace ripe for revolution, a name so stained that centuries must pass before it can begin to cleanse itself, and a well nigh bankrupt exchequer. In addition, her last friend, America has "found her out," and ruin and dissolution are staring her coldly in the face. Baron von Liebig has told us what Germany wanted; the Home wires are telling us what she is going to get.

Fires in Canton.

Canton is still frightened by the fire-bogey, and with good reason, for the amount of havoc brought about in this way during the past few months has been appalling. Even apart from the amount of incendiary which has been proved to be rife in the native city during the past three or four years, the danger from fire is an ever present one there. The Chinese are notoriously careless with lamps and in their handling of explosives, and consequently there is greater risk of an accident where they are concerned than in European towns. Again, a fire in a well-arranged city, unless it gets an undue start of the firemen or a sharp wind in its favour, is usually mastered before it can reach adjoining buildings. How Canton, or any place constructed on similar lines, must fare when a house catches light, our readers know. The most elaborate engines and escapes, and the most efficient fire-fighters in the world, will be useless so long as the average width of a street remains that of a London alley-way. Our correspondent in Canton informs us that, in an inspired moment, the local Government has ordered buckets of water to be placed in the main streets for the extinguishing of potential fires. Those who have seen Canton's "main streets"—apart from the Bund—will appreciate the practicality of this new move.

Another Lynching Case.

However much one may deplore the multitude's readiness to take the law into its own hands, one is bound to feel that the average lynching case in America is a sign of a healthy moral vitality and sense of fairness. Renter reports to-day that a man who, according to British law, would have been hanged a couple of years ago as an approved murderer, has been allowed to daily in jail while repressive measures were taken. The murder was of a particularly atrocious character and, when two years had passed without the perpetrator's paying the penalty of his crime, his neighbours lost patience and undertook the hanging themselves. As long as law remains the elastic substance that it has been of late years in the States, the sympathies of the inhabitants of well-organised countries will probably continue to remain with the lynchers. It is fair to say that lynching as it has been carried on in America has almost invariably been characterised by a rugged sense of real justice and fair play; the justice that, in the hands of the early settlers, promised to make America a great country. That, in this Twentieth Century, such methods should still be called for seems to show that there is a big flaw somewhere.

A Religious Moratorium.

Yesterday we published some significant comments on latter day German religion which have appeared in a Berlin Lutheran magazine. The writer very justly points out that, if Germany is wise, she will "declare a moratorium" in the religious line while the war is in progress. "The fighting in the trenches," he says, "is of such a character that every feeling of religion, every act of devotion, every inclination to prayer ceases." So we should imagine, with a people that lays itself out to use asphyxiating gas and to poison wells. A good deal of drivel has been talked at one time and another about war and religion. That battle is not included in the precepts of the Sermon on the Mount. Britishers are easily aware; but so long as the existing condition of human society leaves them no other method of punishing wrong-doers, there is no reason why they should not go to the fight with clear consciences, praying for victory as their mediæval fathers did before them. For a Russian army that has outraged every law, human and Divine, to insult the Deity with prayers is quite another matter, and we agree with the Berlin theologian that it would be less hypocritical if the Germans decided to put prayer on the shelf for a while. They will have quite enough need of it later on when our lads at the Front have had a fair chance at them.

DAY-BY-DAY.

THE WORLD'S A THEATRE, THE EARTH A STAGE,
WHICH GOD AND NATURE DO
WITH ACTORS FULL—Haywood.

The Weather.
Lower level 8 a.m. Temp. 84;
sunshine.
At the Peak 8 a.m. Temp. 78;
sunshine.

Count the Columns.
Yesterday the *Telegraph* published 351 columns of solid reading matter. To-day there will be 341 published.

The Mails.
Siberian Mail.—Due per a.s. Liangchow to-morrow.
Siberian Mail.—Close per a.s. Anhui to-morrow at 5 p.m.

Up to the Minute—Share Market News.

Closing prices—
Banks.—\$830, sellers ex div.
Yankee's.—\$243, buyers ex 73.

Douglas's.—\$60, buyers.
Docks.—\$73, buyers.

Indos.—Combined \$149 s.
Preferred 57 s.
Deferred 92 s.

Shell Transports.—92/ sellers.
China Sugars.—\$125, buyers.

Rauha.—\$4, sales.
Shanghai Docks \$61, sales.
Shanghai Cottons in S'hai—
Tie, 102, sales.

Green Islands.—\$8, buyers.
Humphrey's Estates.—\$6.40, buyers.

Shanghai Lands.—Tie, 102, buyers.
Electricity.—\$43, sales.

Watsons.—\$6.60, buyers.
Kung Yik.—Tie, 15.30, buyers.

The Dollar.
The rate of the dollar on demand to-day is 1s 9 5/16d.

To-day's Anniversary.
To-day is the 45th anniversary of the shooting of the Prussian spy, Lieutenant Harth, at Paris.

Small Claim.
Man Yuen and Company sued E. O. Castle for the sum of \$24.25, in the Summary Court, this morning, according to the list.

Judgment.
Judgment was given against Tong Sing and Company who were sued by the General Electric Company Limited of China for the sum of \$380.

Mr. Justice Gompertz Shortly to return.
"Mr. Justice Gompertz will be back on Sunday week," said Mr. Justice Hazeland in fixing a date for the hearing of action at the Summary Court, this morning.

Robert Dollar Company Makes a Claim.
In the Summary Court this morning, before Mr. Justice Hazeland, the Robert Dollar Company sued Kwong Fook Cheung for the sum of \$68 51. The hearing was adjourned.

Settled.
Before Mr. Justice Hazeland, in the Summary Court, this morning G. A. Hastings sued Wong Luk Fung for the sum of \$110. Mr. Crew of Messrs. Hastings and Hastings said the case was settled.

A Question of Time.
In the Summary Court, this morning:—His Lordship:—What do you call "long." Mr. Gardiner:—There is a possibility of the case being settled. His Lordship:—That does not convey much (laughter).

EUROPEAN ACTION.

Claim Against Messrs Parr & Co. Ltd.

In the Summary Court, this morning, Mr. L. D'Almada, e. Castro, represented by Mr. Haywood, sued Parr and Company Limited for the sum of \$200 being the amount due for professional services rendered.

Mr. Haywood, when his Lordship called on the action said there had been a settlement, the defendant going to plaintiff's office and paying.

NOTES ON THE CRISIS.

GERMANY AND AMERICA.

The Kovno Forts.

That Kovno story seems a little mixed—a thing which not uncommonly happens when official statements from Petrograd are interlarded with Berlin communications. While the Germans are claiming possession of Kovno, look, stock and barrel, and while the Kaiser is distributing liars' medals or something of the sort among his generals, the Russians state that, "after desperate battles lasting for eleven days, which cost the Germans enormous losses," those Kovno fortifications that are situated on the left of the Niemen have fallen into the enemy's hands—which hardly seems quite the same thing as the Berlin story. Of course the Germans have made a capture, and it would be folly to seek to minimise the value of it; but it remains to be seen whether there is real strategic importance attachable to it or not. If Russia still keeps the fortifications to the right of the Niemen, it seems to us that von Hindenberg does not hold "the first and strongest bulwark on the inner line of Russian defences."

America waking up.

Apparently the American newspapers have not spoken in vain, for we read that Dr. Wilson is taking at any rate preliminary action in the matter of the alleged German conspiracies in the States. The President asks for definite statements in regard to German spy activity in America before the war. We should not be surprised if the resulting revelations give him something to think about. Americans, like the British, are a deal too ready to take strangers on trust and to assume that they mean no harm, because they do not happen to carry a red flag, openly preach sedition or launch an occasional bomb. The hint conveyed in this morning's wires is that, for long enough the intensely honourable German mind has been devoting itself to spying and sneaking and prying in connection with American battleship secrets and the affairs of the Panama Canal. Furthermore, it seems that American detectives have at last got to the bottom of the forged passport story, and that the German Embassy is itself involved. To the British mind this sort of thing is practically unthinkable. We can understand and pity individual duals, whether German, American or British, improving the shining hours with dirty and disreputable work; but it is impossible for a nation that has been brought up to regard the diplomatic service as something almost sacred, to conceive of an important Embassy's lending itself to miserable little plots, which one associates only with the foreign water class. But German honour requires a show-case all to itself.

Other News.

There is a variety of items in the morning and mid-day wires, perhaps more interesting than important. Another hint is given us as to the real and material progress which is being made in shell-making at home, in the statement of a British officer serving in France. If ever our men at the Front were disposed to get out of heart—and that is exceedingly improbable—they are going to have plenty to cheer them up now, for they know what they are able to do, given a fair amount of ammunition. Another item, which we take to be the forerunner of many such, is that which deals with the failure of the Mid-Rhenish Bank—one of the important Disconto Gesellschaft group. What else could be expected? Germany has been pouring out her money like water and, to give the devil his due, her commercial circles have stuck by her with more loyalty than she deserved. But even the combined purse of the country is not the widow's cruise and an end was bound to come to Germany's finances, even though she added to them by robbery with violence, and economised them by starving her luckless troops.

A YEAR-AGO-TO-DAY.

LEADING EVENTS IN THE GREAT WAR.

Extracts from the war news contained in the "Hongkong Telegraph" of August 20, 1914.

Servian Victory.
An official Paris despatch confirmed the report of a Servian victory at Schabatz. The Austrians participating numbering 80,000.

America and Foreign Ships.
President Wilson has signed the Bill admitting foreign ships to American registry.

Turkey and Greece.
Greek and Turkish statesmen are proceeding to Bucharest for a general discussion on the situation.

German Agita Repulsed.
The Germans, when making another attempt to cross the Meuse, near Dinant, were repulsed by French artillery with considerable loss.

Loyal Canada.
H. R. H. the Duke of Connaught, in the Speech from the Throne convening the Canadian Parliament, emphasised the splendid response to the call to duty from every province. The same spirit, he said, inspired the whole Empire, and this united action to repel a common danger would not fail to strengthen the ties binding the Dominion.

New City Passes.
It has been customary for some time to issue passes to people bringing in goods for the Governor's court, allowing such goods exemption from search at the city gates. The new Governor has taken up all the old passes and issued new ones. Everybody is thus warned that the old passes are useless.

Canton Electric Lights.
It really seems time for some one to call attention publicly to the disgraceful condition of the electric light service in Sai Kwan. For months and months before the flood the lights were not to be depended upon at all. They came on as usual about the right time and after shining for half an hour or so they gradually went out. The poor subscriber, who pays, by the way, probably greater rates for service (?) than subscribers on any other sizable city on earth, would be left in total darkness, so far as electric lights were concerned, till eleven or half past. Then they came on again. During the flood, when we presume, all the dram shops and gambling houses were closed, the service was excellent. Since that time the same old tactics have been inaugurated again. If any one is brave enough to kick his mat by the bland and vague answer that they are trying to supply too many places and that this thing will continue till new machinery is installed.

DEMORALISED TURKS.
How the Allies' successes are affecting the spirits of the Turks is shown in the following divisional order, quoted by Sir Ian Hamilton:—

"There is nothing that causes us more sorrow, increases the courage of the enemy, and encourages him to attack more freely, causing us great losses, than the losing of these trenches. Henceforth commanders who surrender these trenches, from whatever side the attack may come, before the last man is killed will be punished in the same way as if they had run away."

I hope that this will not occur again. I give notice that if it does I shall carry out the punishment. I do not desire to see a blot made on the courage of our men by those who escape from the trenches to avoid the rifle and machine gun fire of the enemy. Henceforth I shall hold responsible all officers who do not shoot with their revolvers all the privates who try to escape from the trenches on any pretext.—Commander of the 11th Division, Colonel Riffart.

To the copy from which this extract was taken the following note is appended:—

To Commander of the 1st Battalion. The contents will be communicated to the officers, and I promise to carry out the orders till the last drop of our blood has been shed. Sign and return. Signed Hassan, Commander, 12th Regiment.

Then follow signatures of company commanders.

King Albert's Luncheon with General Foch.

Paris, June 30. The villa in which the King and Queen of the Belgians reside at present is close to the high road by which the King's grandfather, Leopold I., entered Belgium in 1831 when the crown was offered to him.

It is at this villa that the King and Queen received the other day General Foch, who commands the armies of the Republic in the north. At Foch's Queen sat at the head of the table with General Foch on her right and the King on her left. The conversation of their guest so deeply interested the Royal hosts that they very nearly forgot the object for which they had invited him, which was to hand him the insignia of the Order which had just been conferred on him.

The General had already taken his leave and was seated in his motor-car when King Albert ran out of the villa, jumped on the step of the car, and hurriedly handed over the precious casket, with apologies for his absence of mind.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

August	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Tons	242	238	214	213	211	221	235	229	226	225	215	240	232	214	204	214	216	215	213
Total to 19th inst.	4,248																		
Daily average	224.53																		

A ROYAL OVERSIGHT.

SPECIAL CABLES.

BOMB THROWN AT SHANGHAI'S GOVERNOR.

FUTILE ATTEMPT ON ADMIRAL TSENG.

(From Our Own Correspondent).

Shanghai, August 19, 5.10 p.m.

A bomb was thrown at Admiral Tseng, the Governor of Shanghai, this afternoon, as he was entering a motor car at the Kin Lee Yuen wharf.

The bomb was badly aimed and exploded against the wall.

AN EX SOLDIER ARRESTED.

Later.

Admiral Tseng, interviewed by our correspondent, said that he went to the wharf to say farewell to his wife, who was going to Tientsin, at one o'clock in the morning, and was walking off the pontoon towards the car, when he felt something pass him and heard an explosion.

The bomb was well made and part of it was found in the roadway, and the other part went into the river.

An ex soldier from Tientsin who was on the pontoon at the time has been arrested on suspicion, otherwise there is no clue.

SHANGHAI SENIOR WARDER CHARGED WITH MURDER.

ALLEGED THAT HE WAS UNDER THE INFLUENCE OF LIQUOR.

Shanghai, August 20, 1.20 a.m.

The case in which Maofarlano the senior warder of the Municipal Gaol is charged with murdering his wife, is being tried in the police court. It is alleged that the prisoner was drunk and that on entering the house he hit his servant with the butt of the gun and then shot his wife in the head. Death was instantaneous. He then fired two shots at a lady caller who, although wounded in the legs, escaped with Maofarlano's two children.

WHY ZEPPELIN RAIDS ARE SUSPENDED.

Triumph of the R.N.A.S. Belgium Clear of Enemy Craft.

A special correspondent of the Daily Chronicle in the North of France makes the definite statement that, since Warnford, V.C.'s triumph and the raid on Brussels the invaded territory has been cleared of effective Zeppelins.

I do not pretend (he says) that there will be no more raids while the war lasts. To suppose that argues a very poor understanding of the German determination. Yet it does remain a remarkable fact that the enemy has been paralysed by the discovery that he has now to face a new British war organisation—the Royal Naval Air Service—only recently established, yet marvellously efficient, as already proved by inflicting on Germany the most absolute check that she has experienced for ten months.

Warnford's victim was the LZ 37, and its destruction, says the correspondent, was followed by "fright—sheer, blanched fright—and has sent the wave of aerial invasion recoiling into Germany."

Chief Engineers Killed. What perhaps most affected the moral of the enemy was the fact that LZ 37 was a brand new Zeppelin, which was undergoing its first tests, and had on board several of Count Zeppelin's chief engineers; men not easily replaceable.

At Ghent a German officer of superior rank exclaimed, "We would have preferred to lose whole battalions of our army rather than LZ 37!"

Another Zeppelin now to move was the LZ 38, which had to its credit (in German eyes) the murder of women and children, having visited England twice before it blew up in its shell at Evers. It was once attacked by Commander Bigworth, R.N., who, however failed to explode the monster.

"Nothing," adds the correspondent "has been so rapid and wonderful as the development of the corps which has given us a Warnford and a Bigworth and has made such headway under the intelligent control of Commander Sueter."

When once more Germany's 15 Zeppelins, whose number will steadily increase, set themselves in motion against our coasts, the keen and determined airmen of the R.N.A.S. will have before

TELEGRAMS.

HURRICANE IN TEXAS.

GALVESTON ISOLATED.

Reuter's Service To The "Telegraphs."

London, Received August 20.

A hurricane has been raging in Texas. Galveston is isolated, but wireless messages report that the storm is abating. Houses are flooded, causing immense damage, while the army transport McClellan is now high and dry half a mile inland. There were several deaths at Houston where the damage is estimated at a million sterling.

FURTHER DETAILS.

Reuter's correspondent at New York says that it is estimated that a hundred persons have perished in the hurricane which swept Dallas in Texas. The cotton crops have been considerably damaged and 14 persons have been killed and 500 houses wrecked at Galveston.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

U.S. MURDERER LYNCHED.

London, Received August 20.

Reuter's correspondent in New York says that twenty-five armed men rushed the penitentiary at Milledgeville, Georgia, seized Leo Frank and lodged him on a tree at Mr. S. B. Vick's house, near the house of the work girl for whose murder, two years ago, Frank had finally been sentenced to death after numerous appeals. The Governor of Georgia's commutation of the sentence to imprisonment for life had caused much indignation among the people.

them a heavy and dangerous task. Their past record, however, is a sufficient guarantee that these defenders of our homes will be equal to the magnitude of their mission.

PRINCE OF WALES FUND.

Subscription List No. 45.

"Hinemoa" ...	\$25
Hongkong Tramway Co. Ltd., Collected at Band Performance at North Point on 11 August (\$25.80) & collected in the boxes in the tram cars from 15 July to 12 August (\$95.01)	120.81
Queen's College A.D.S.	200
Mr. H. G. Allen	100
"Disgraced"	5
Hongkong Gymkhana Club	5
Mr. R. D. Harvey's Fund:—	
Collected by Mrs. B. Enstone:—	
J. A. ...	7.50
Mr. F. M. Crawford	5
Mr. G. J. Harman	5
Mr. E. J. Ainslie	3
Mr. B. E. Scriven	5
Mr. R. D. Bridger	3
Mr. Duncan Clark	2
Mr. J. O. England	2
Mr. R. Bullock	30
Mr. A. E. Paine	5
Mr. A. H. Skelton	1.50
Collected by Mr. F. M. Crawford:—	
Mr. F. Graham	10
Mr. S. R. Spaulding	10
Mr. S. Dutton	10
Capt. G. H. Alcock	10
Mr. W. Gow	10
Capt. A. Fraser	10
Capt. L. Haggerty	10
Mr. A. Kam	5
Collected by Mr. F. M. Crawford:—	
Patrick:—	
(Kongmoon)	
Mr. E. F. Lyle	10
Mr. E. C. Friedrichsen	12
Mr. F. A. P. Patrick	10
Mr. J. Chipperfield	8
Mr. D. B. Izatt	5
Mr. H. C. Scrimshaw	4
Mr. M. Friendman	2
Mr. G. White	5
Mr. E. E. Huckle	15
Anonymous	10
Collected by Mr. F. M. Crawford:—	
May and June:—	
Mr. Leo d'Almada	10
Oastro:—	
Mr. E. M. Ellis	6
Mr. Un Hwa Fan	4
Mr. H. G. Anderson	3
Mr. Fang Kit Tung	3
Mr. R. D. Harvey's Fund (contd.)	
Collected by Mr. H. Murray	
Bain:—	
Mr. W. A. Donaldson	15
Mr. H. M. Bain	15
Mr. E. Seth	5
Mr. G. Harper	3
Mr. W. F. Knapton	3
Collected by Mr. F. M. Crawford:—	
Amoy:—	
Mr. W. H. Barley	5
Mr. G. B. Worby	10
Mr. J. A. Grandon	5
Mr. A. P. O. Hicks	5
Collected by Mr. O. E. Warren:—	
Mr. Llanbryn	5
Mr. Stainfield	5
Mr. Oordeiro	3
Mr. Acock	3
Mr. Lindberg	2
Mr. Xavier	2
Mr. Brath	2
Mr. O. E. Warren	3
Mr. O. W. O'Neil	1
Mrs. C. E. Warren	2
Mrs. J. Olson	1
Collected by Mr. T. Carr	
Ramsey:— (Swatow)	
Mr. G. D. Fitzgibbon	15.50
Mr. W. G. Liv...	20
Mr. J. M. Forbes	20
Mr. O. Hodgson	10
Mr. R. B. Molachlan	10
Mr. S. Barker	10
Mr. A. Macgowan	10
Mr. V. R. Vick	10
Mr. G. H. Fletcher	10
Mrs. W. G. Lay	10
To Yee Seng	5
Mr. O. H. Wood	5
Mr. C. S. Holdsworth	5
Mr. A. B. Pollock	5
Mrs. Dawson	5
Tan Cheong Yung	5
Mr. T. Carr Ramsey	5
Tan Boon Ek	5
Lim Mark Chuan	5
Heng Tek Mong	5
Collected by Mr. J. P. Scott (Haiphong)	
Members of the E. F. Mission (Swatow)	107.13

DAIRY FARM NEWS.

Some of Our By-products and Specialities.

CORNER BEEF, CORNER PORK, VARIETY OF SAUSAGES, COOKED HAM, PRESSED BEEF, LARD, DRIPPING, SMOKED TONGUES, CORNER TONGUES, PORK PIES, &C., &C.

WHICH CANNOT BE EXCELLED FOR QUALITY.

Do Not Despair.

even if you have suffered through dreary, dismal days and hideous nights with the affliction of a swollen knee. Do not despair even though physicians and remedies have given you no relief.

LITTLE'S ORIENTAL BALM is what you need. It will cause the swelling to disappear, and all pain and irritation will vanish. You can walk as easily as in the days of your youth. And then, as the days of your youth, you will praise the Balm that cures when all else fails.

For all external aches, pains, and swellings, use Little's Oriental Balm. Sold at 1s. 4d. per bottle.

Agents for Hongkong.

Messrs. A. S. WATSON & Co., Ltd.

TO-DAY'S ADVERTISEMENT

PUBLIC AUCTION

By order of the Mortgagees, Mr. Geo. P. Lammert has received instructions to sell by PUBLIC AUCTION on

TUESDAY, the 31st day of August, 1915, at 3 p.m. at his Sales Room, Duddell Street, Victoria, Hongkong.

The following Valuable Leasehold Property situated at Victoria, Hongkong, viz:—

All that piece or parcel of ground situated at Victoria, aforesaid and known and registered in the Land Office as Section D of Inland Lot No. 1 as the same is more particularly described on the plan annexed to an Indenture of Assignment dated the 14th day of January, 1899 registered in the Land Office by Memorial No. 24991 and made between Yeung Po Yan of the one part and Leung Ng of the other part and thence coloured Red and Pink together with the buildings erected thereon known as No. 1 Tung Tak Lane and No. 24 Cochrane Street and together with a right of way over such portions of Tung Tak Lane as are shown on the said plan and thence coloured Yellow. Term 999 years from the 5th October, 1849, created by a Crown Lease dated 1st May, 1850. Annual Crown rent \$16.70. Area 1361 7/12th Square feet.

For further particulars and conditions of sale apply to JOHNSON, SPOKES & MASTER, Prince's Buildings, Ice House Street, Hongkong.

Solicitors for the Mortgagees, or to Mr. GEO. P. LAMMERT, The Auctioneer, Hongkong, 20th August, 1915.

Members of the Customs Staff (Swatow) 51.00 Collected by Mr. R. D. Harvey:—

Capt. Leasius ... 10 Mr. A. H. Roberts ... 5 Mr. L. Corner ... 5 Mr. J. Stalker ... 2 Mr. N. L. Railton ... 21.00

Brought fwd. ... \$ 455.81 Brought fwd. ... 732.36 Less difference in exchange on Swatow & Amoy Currency ... 23.31

709.05 1.164.86 Already acknowledged Lists 1/44 ... 261,013.74

263,078.80 Monthly subscriptions 1,017.94 Already acknowledged Lists 1/44 ... 55,159.46

56,177.40 \$319,256.00 Remitted to London 22/12/14 \$17,000 at 1/9 5/10 29/15

TO-DAY'S ADVERTISEMENT

ST. JOHN AMBULANCE ASSOCIATION.

WAR FUND FOR THE WOUNDED.

Mr. E. Ralphs, Hon. Secretary of the Hongkong Centre of the St. John Ambulance Association, acknowledges gratefully the receipt of the sum of Two Hundred Dollars, being a portion of the proceeds of a Theatrical Performance recently given by the Queen's College Dramatic Society. The amount above named is given as a donation to the "War Fund for the Wounded" which is being raised by the Association. As an indication of the work done during the war by the Association it may be noted that immediately on the outbreak of hostilities 4000 trained ambulance men were mobilised as Hospital Orderlies in the Army and Navy, several thousands being held in reserve. Nearly 2000 more Orderlies were despatched later and some 200 Medical men and nurses have been sent to the front, while Motor Ambulances have been supplied to carry the wounded from the front to the base, 150 Hospitals and Convalescent Homes have also been established and supplied with the necessary staff.

Quite recently the Association has undertaken to provide and maintain either at home or abroad—as the War Office may decide—a General Hospital of 525 beds, fully equipped with Staff, furniture, medicine, instruments, etc. The Association—the full title of which is "The Ambulance Department of the Order of St. John of Jerusalem," H.M. the King being Sovereign Head and Patron of the Order—forms part of the Red Cross Organisation of Great Britain, equally with the British Red Cross Society. In addition to the amount just received, subscriptions as below have recently been forwarded to the Association.—

H.E. Sir Henry May, K.C.M.C. ... \$100 Local Committee, St. John Ambulance Association 300 N. J. Stabb Esq. ... 100 Sir Robert Ho Tung ... 100 Ellis Kadoorie Esq. ... 100 W. Dickson Esq. ... 50 Ho Kam Tong Esq. ... 50 Catholic Women's League ... 19.70

MEMO OF CARGO.

The following is a memo of cargo shipped per s.s. Malta which sailed on 8th day last:—

Manchester: 130 Bales Waste Silk. Leith: 2 Cases Books. London: 150 Bales Waste Silk, 80 Bales Raw Silk, 3578 Pkgs Tea, 30 Bales Tea Mats, 2 Cases Silk, 400 Slabs Tin, 10 Cases Tweed Caps, 3 Cases P. Effects, 1 Case Documents.

Gibraltar: 7 Cases Silk & Silk Goods. Lyons: 100 Bales Raw Silk. Marseilles: 130 Bales Raw Silk, 24 Bales Knitted Hemp, 33804 Cheats Tea.

Malta: 1 Case Silk and Silverware. Port Said: 1 Case Silk Goods. Suez: 10 Cases Silk Panjam.

27,000 at 1/91 and 1/10 28/15 \$2,000 at 1/91 ... 290,117.47 Balance in hand ... 29,138.53

N. J. STABB, Hon. Treasurer, Hongkong August 19, 1915

SPECIAL OFFER FOR ONE WEEK.

COLOUR FAST ZEPHYR SHIRTS

\$3.75 Each BOX OF 3 FOR \$10. ALL NEW GOODS. \$4.50 Each BOX OF 3 FOR \$12.

MACKINTOSH & CO., LTD. Men's Wear Specialists. 16 DES VŒUX ROAD.

WM. POWELL, LTD. TELEPHONE 346.

COLLAR SPECIALISTS

OUR CELEBRATED

"HUSSAR" "COMFORT" and "HURLINGHAM" COLLARS

ARE THE PERFECTION OF

STYLE AND COMFORT

PRICE 4.50 PER DOZ. SOFT COLLARS IN ALL SHAPES

J. ULLMANN & Co.

ALL KINDS OF JEWELLERY, WATCHES, BINOCULARS, ETC. EXQUISITE DESIGNS FULLY GUARANTEED BEST MAKE

Special Bargains in Gold Pocket WATCHES.

COLUMBIA RECORDS.

2564	SUSSEX BY THE SEA	Thorpe Bates
2562	TILL THE BOYS COME HOME	Gerald O'Brien
2561	KNOW OF TWO BRIGHT EYES	Quartette
2557	JUST BEFORE THE BATTLE MOTHER COMRADES	H.M. Soda Guards Band
2534	THE AUSTRALIAN PATROL COMMONWEALTH MARCH	Walter Passmore
2521	AM I ALONE (PATIENCE) WHEN I GO OUT OF DOOR	Walter Passmore
	PERHAPS YOU DON'T IMAGINE THE BIG BRASS BAND	Passmore & Howe

CALL OR PHONE 1322

THE ANDERSON MUSIC CO., LTD., 6, DES VŒUX ROAD.

EASILY PROVED. To Try

KING GEORGE IV WHISKY.

ONCE is all that is needed ensure its continuance—that is a certainty.

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Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	21st Aug.	25th Aug.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

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BRITISH INDIA S. M. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched for Shanghai, Yokohama, Kobe & Moji on the 25th Aug.

WESTWARD.

The S.S. "Sangola," tons 5,182, Capt. Milne, R.N.R. will be despatched for Singapore, Penang, Rangoon & Calcutta on the 19th Aug.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 18, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
FRIDAY, 20th AUGUST.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

SATURDAY, 21st AUGUST:

8.00 a.m. Kinshan. | 8.00 a.m. Homan.
10.00 p.m. Homan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, Tons 1651. | s.s. Heungshan.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd AUGUST.

The Company's Steamship HEUNGSHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao, on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf. REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDIA-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Salmam, 588 tons and s.s. Nanning, 469 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong by sea via the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

(HOTEL MANSIONS (First Floor),
Opposite the Blake Pier,

Opposite the Blake Pier,

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Suwa Maru Capt. Murai T. 21,000 Saito Maru Capt. T. Sato T. 16,000	{THURS., 26th Aug., at noon. {THURS., 9th Sept., at noon.

VICTORIA, B.O., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Saki Maru Capt. Noma T. 12,500	{TUES., 7th Sept., at 4 p.m.
SYDNEY & MELBOURNE via Manila, Thuring Island, Townsville and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. Takeda T. 9,000	{TUES., 14th Sept., at 4 p.m. {FRI., 15th Oct., at 4 p.m.

CALCUTTA via Singapore, Penang & Rangoon	Kawachi Maru Capt. Kurozumi T. 12,500	{SATURDAY, 21st Aug.
BOMBAY via Singapore, Malacca and Colombo	Rangoon Maru Capt. H. Nomura T. 8,000	{MONDAY, 30th Aug.
SHANGHAI, Moji and Kobe	Iyo Maru Capt. Okamoto T. 12,500	{THURSDAY, 26th Aug.
SHANGHAI, Kobe and Yokohama	Miyasaki Maru Capt. Teraraka T. 16,000	{TUES., 24th Aug., at 10 a.m.
NAGASAKI, Kobe & Yokohama	Hakata Maru Capt. Kawashima T. 12,500	{FRIDAY, 27th Aug.

{ Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.—
" " Return " 900. " " Return " 825.—
" 2nd Single " 400. " 2nd Single " 360.—
" " Return " 605. " " Return " 550.—

To London, Southampton, Liverpool via New York \$50.13.0
Montreal, \$60.3.0

To Victoria, Vancouver, Seattle, 1st Single \$25.
" " " 1st Return £7.10.—

To Sydney, 1st Single \$40. To Melbourne 1st Single \$41.
" 1st Return \$72. " 1st Return \$73.16/—

To Yokohama, 1st Return \$150. To Kobe 1st Return \$135.
" 2nd " \$7. " 2nd " \$63.

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HOIHOW & HAIPHONG	Kailong	21st Aug. at 9 a.m.
HOIHOW	Singan	21st Aug. at noon
SHANGHAI	Anhui	22nd Aug. at 4 light
MANILA & CEBU	Chinhua	24th Aug. at noon
SHANGHAI	Liangchow	24th Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tein." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Tein."

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Yingchow," and "Sinkiang" with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 20th August, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tillalip	JAVA	in port	JAPAN	22nd Aug.
Tikink	JAPAN	29th Aug.	JAVA	1st Sept.
Tilmanock	JAPAN	4th Sept.	JAVA	6th Sept.
Tilarom	JAVA	5th Sept.	SHAI	12th Sept.
Tillwong	JAVA	7th Sept.	JAPAN	13th Sept.

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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Telephone No. 1574

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug., at noon.
Tenyo Maru	22,000 - 21 knots	14th Sept., at noon.
Nippon Maru	22,000 - 18 knots	28th Sept., at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	12th Oct., at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. " " £96.10.

" " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

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Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CALAO, ILOILO, and VALPARAISO. THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 18 knots Friday, 10th Sept. at noon.

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THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	23rd Aug.	28th Aug. at 11 a.m.
St Albans	13th Sept.	17th Sept. "
Empire		6th Oct. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingstone & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports,

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	FRI. 20th Aug. at 2.00 p.m.
Haiching	J. S. Thomson	TUES. 24th Aug. at 3.00 p.m.
Haimeun	A. H. Stewart	FRI. 27th Aug. at 3.00 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.,

General Managers.

LOG BOOK.

North Tree Light Re-Erected in a new Position.

Notice is hereby given that the North Tree Light, which was destroyed in the recent typhoon, has been re-erected in a new position bearing N. 88° E., magnetic, distant 1.151 feet from its former position. The characteristics of the Light remain unchanged.

By Order of the Inspector General of Customs.

Gazette.
Mr. T. S. Vernon, chief officer, Kiangwo, has gone chief officer, Changwo.

Mr. H. T. Fellow, chief officer, Changwo, has gone chief officer, Kiangwo.

Captain J. Barrett, from leave, has gone master, Kweile.

Captain J. Wait, acting master, Kweile, has gone chief officer, same ship.

Mr. N. Neilson, acting chief officer, Kweile, is on reserve.

Mr. F. Bennett, from leave, has gone supernumerary Main Peking.

Mr. A. Partridge, from reserve, has gone acting master, Wahu.

Mr. S. Forrest has been appointed second officer, Singan.

Mr. G. C. Thompson, chief officer, Wanchow, is on leave.

Shipping Finance.
Supreme Court Justice Wesley O. Howard has written a letter to Willis E. Heaton, former Surrogate of Benessee county, suggesting that the Constitution be so amended as to provide for the imposition of a tax on the steamboat lines of the Hudson River between New York and Albany and other points on the river.

The direct tax of \$19,000,000 just levied could well have been borne by these steamboat lines, Justice Howard urges, while it is a tremendous blow to property owners already heavily taxed.

The letter says: "The right to navigate this great highway and the other water highways of the state is of immense value. All sorts of rights and franchises are taxed and yet this great right goes untaxed. The navigation companies carry thousands of tons of freight on the Hudson River and convey multitudes of passengers up and down its length, but they pay nothing for the right."

If the privilege of driving a \$400 automobile on a country road should be taxed, surely the privilege of propelling a \$5,000,000 steamboat on the Hudson River should be taxed."

The Boulder Shipping Co., London, is now re-organising its capital. The company's vessels run to Australia, New Zealand and to Argentina and Uruguay.

No dividend has been paid on the ordinary shares since 1902, and nothing on the preference shares since 1904. It is now proposed to fund the arrears of preference dividend and out down the ordinary capital one-half. It is also proposed to redeem the company's debentures at 5 per cent. premium in sixteen years, repayment to commence next year.

The managers of the line are entitled to receive 5 per cent. of the gross receipts, but in future they will take only 2 1/2 per cent., and it is hoped that the company will soon resume dividends after the reorganisation.

The Eastern and Australian Steamship Company Limited, London, shows a profit for last year of £26,022 12s. 4d. Against this a provision of £19,159 12s. 3d. has been made for depreciation. After making this deduction there remains, with the addition of £2,859 18s. 0d. brought forward from 1913, a balance of £9,722 18s. 1d., out of which the directors recommended the payment of a dividend of 6 per cent.

Bulow's Apologia.
Rome, July 14.—Politico circles in Rome are discussing the announcement of a forthcoming book by Prince von Bulow, explaining his mission to Rome, and attributing his failure to the peremptory orders of Dr. Bethmann-Hollweg and the short-sighted Austrian policy. Prince von Bulow is planning to publish the book simultaneously in different countries, as he is anxious to remove the stigma of personal culpability in the failure of his diplomatic mission.

Oysters, Fresh, Fried or Stewed.
Findon, Haddock, Kippers, &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
NEOWHANG	Wosang	Sat., 21st Aug. at d'light
HOIHOW & Haiphong	Taksang	Sat., 21st Aug. at 3 a.m.
MANILA	Yuensang	Sat., 21st Aug. at 3 p.m.
SHANGHAI via Swatow Kwongshing	Sun.	22nd Aug. at d'light
WWEI & Tientsin	Cheongshing	Tues., 24th Aug. at d'light
SHANGHAI	Wingsang	Thur., 26th Aug. at d'light
MANILA	Loongsang	Sat., 28th Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kamsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze.

Ports, Chefoo, Tientsin, Daini, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lanad.

Data, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

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R.M.S.P. THE ROYAL
MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

HOMEWARD.

For Steamer. Date of Departure

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TACOMA AND PORTLAND.

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NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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Telephone No. 215. Agents.

TO SAIL

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TO

BOSTON & NEW YORK, VIA
PANAMA CANAL.

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JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. 9 Agents.

Hongkong, 3rd March, 1915.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
VIA SUEZ.

The Steamship

For Freight etc. apply to

THE BANK LINE LIMITED.
General Agents.

Hongkong, 29th May, 1915.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Nera	M. M.	21, Aug.
London & Hull	Kandahak	E. L. L.	24, Aug.
M'les, L'lon via S'pore etc.	Suwa M.	N. Y. K.	26, Aug.
London via Usual Ports of Call	Novara	P. & O.	27, Aug.
London	Radnorshire	J. M. Co.	28, Aug.
London via Usual Ports of Call	Sardinia	P. & O.	10, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Vancouver and Seattle	Seiko M.	J. M. Co.	23, Aug.
San F'cisco via S'hai & Japan etc.	Chiyo M.	T. K. K.	24, Aug.
San F'co via S'hai & Japan & Co.	China	P. M. Co.	31, Aug.
San F'co via S'hai & Japan & Co.	Manohuria	P. M. Co.	7, Sept.
Vancouver via S'hai & Japan etc.	Monteagle	C. P. R.	8, Sept.
Mexican, Peruvian and Chile			
Ports via Japan	Anyo M.	T. K. K.	10, Sept.
San F'cisco via M'la & Japan & Co.	Nippon M.	T. K. K.	28, Sept.
San F'cisco via S'hai & Japan & Co.	Mongolia	P. M. Co.	30, Sept.
San F'co via Manila & Japan & Co.	Persia	P. M. Co.	18, Oct.

AUSTRALIA.

Australian Ports via Manila	Aldenharn	G. L. Co.	28, Aug.
Australian Ports via Manila	Tango M.	N. Y. K.	14, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Sandakan	Mausang	J. M. Co.	18, Aug.
S'pore, Pang, R'gon & Calcutta	Sangola	D. S. Co.	18, Aug.
Manila	Yuensang	J. M. Co.	21, Aug.
Shanghai, Kobe and Yokohama	Cordillere	M. M.	23, Aug.
Japan	Tilatjap	J. O. J. L.	24, Aug.
Shanghai	Wingsang	J. M. Co.	24, Aug.
Mauritius and South African			
Ports	Madawaska	B. L. L.	25, Aug.
Shanghai, Moji & Kobe	Iyo M.	N. Y. K.	26, Aug.
S'hai, Moji, Kobe and Yokohama	Nore	P. & O.	26, Aug.
Shanghai, Kobe & Yokohama	Hakata M.	N. Y. K.	27, Aug.
Shanghai	Sardinia	P. & O.	27, Aug.
B'bay via S'pore, Malacca & C'bo	Rangoon M.	N. Y. K.	30, Aug.
Bombay via S'pore, Port S'ham,	Saigon		
Ponang & Colombo	Maru	O. S. K.	4, Sept.
Batavia, Cheribon, Samarang, & Co.	Tjikini	J. O. J. L.	1, Sept.
Shanghai	Tijpanas	J. O. J. L.	Q. desp.
Shanghai	Tijlaroem	J. O. J. L.	Q. desp.
Shanghai	Tijmanoeik	J. O. J. L.	Q. desp.
Shanghai	Tjibodas	J. O. J. L.	Q. desp.

TO SAIL

"GLEN LINE"

(McGREGOR COW & Co.) Ltd.

For Genoa, London & Hull

For freight and Further Particulars, apply to

SHEWAN TOMES & Co.

Hongkong 9th July, 1915.

TO SAIL.

C. P. RY. Co.
THE CANADIAN PACIFIC
RAILWAY CO.will despatch
The Steamship
MONTEAGLEfrom HONGKONG on the
following dates:
Wednesday 8th September.
Saturday 6th November.FOR VANCOUVER via THE
USUAL PORTS OF CALL

For Freight or Passage apply

D. W. CRADDOCK,
General Traffic Agent.

TO SAIL.

FOR VANCOUVER AND
SEATTLE.The Steamship
"SEIKO MARU" 23rd Aug.
"GISHUN MARU" M. of Sept.For freight and particulars,
apply toJARDINE, MATHESON
& Co., Ltd.

Agents.

Hongkong, 4th Aug. 1915.

MOVEMENTS OF
STEAMERS.

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left
Vancouver on the 8th August.

AMERICAN MAIL.

The P. M. s.s. MONGOLIA sails from
Hongkong on Thursday, September 30,
at 1 p.m.The P. M. s.s. CHINA sails from
Yokohama on Friday, August 13, for
Hongkong via Manila.The P. M. s.s. MANCHURIA will sail
from Yokohama on Friday August 20, via
Manila for Hongkong.The mails have been transferred to the
Nippon Yusen Kaisha's s.s. AKI MARU
due to arrive at Hongkong on the 23rd
August.

AUSTRALIAN MAIL.

The Australian Oriental Line s.s.
CHANGSHA left Sydney for Hongkong
via Queensland and Philippine Ports on
the 4th inst. and may be expected to arrive
here on or about the 29th instant.The O. & A. Line s.s. SALAMIS sailed
from Mauritius on 14th inst. and is
expected to arrive here on the 1st Sept.

MERCHANT STEAMERS.

The I. C. S. N. s.s. LAIBANG from
Calcutta is due at Hongkong on the 27th
August.The s.s. DUNERA from Calcutta left
Singapore on the 18th inst. and may be
expected here on or about the 24th inst.

VESSELS IN PORT.

Steamers.

Siberia, Am. s.s. 5,655, H. Zeeder, 10th inst.	San Francisco, 18th July, Gen.
-P. M. S. Co.	
Halshing, Br. s.s. 1,267, W. Passmore, 11th	Aug.—Swatow, 10th Aug. Gen.
-D. L. & Co.	
Phraung, Br. s.s. 1,741, H. Flashman, 12th	inst.—Hollow, 11th inst. Gen.
Chinese	
Plaguay, Br. s.s. 2,594, 13th inst.—Singa-	pore, 9th inst. Gen.—B. & S.
Derwent, Br. s.s. 1,056, A. Jenkins, 13th	inst.—Salgon, 9th inst. Bico &
General—Chinese	
Hangchow, Br. s.s. 999, Calm, 14th instant	15th inst.—Wakamatsu, 8th inst.
Swatow, 13th inst. Gen.—B.	S.
Anyo Maru, Jap. s.s. 1,298, K. Yamamoto	15th inst.—Wakamatsu, 8th inst.
Coal—Furukawa	
Chingchow, Br. s.s. 1,193, Jee Doyle, 16th	inst.—Port Faravay, 15th instant
Swatow, 13th inst. Gen.—B.	S.
Shimon, Br. s.s. 1,045, W. Sangster, 17th	inst.—Salgon, 12th inst. Bico—
R. & Co.	
Obiyo Maru, Jap. s.s. 7,253, E. Bent, 17th	Aug.—San Francisco, 17th ulto.
T.E.K.	
Fukui Maru, Jap. s.s. 3,087, H. Chisaki, 18th	inst.—Moji, 12th inst. Coal—M.
B.K.	
Daigi Maru, Jap. s.s. 798, T. Konishi, 18th	inst.—Haiphong, 17th inst. Gen.
-O.B.K.	
Anhui, Br. s.s. 1,355, G.W. Edder, 18th inst	Shanghai, 18th inst. Gen.—B. & S.
Tilatjap, Dut. s.s. 3,859, W.H. Lap, 18th	inst.—Batavia, 8th inst. Gen.—J.
O.J.L.	
Agapenor, Br. s.s. 2,953, 18th instant—	Manila, 16th inst. Gen.—B. & S.
Selko Maru, Jap. s.s. 1,963, Noda, 18th	inst.—Moji, 12th inst. Coal—J.
M. & Co.	
Nanyo Maru, Jap. s.s. 1,928, 19th inst.—	Wakamatsu, 12th inst. Coal—M.
B. G. K.	
Hainchang, Chi. s.s. Monro, 19th inst.—	Tientsin, Gen.—C.M.S.N. Co.
Wingsang, Br. s.s. 1,317, T. H. Luchman,	18th inst.—Salgon, 14th inst. Rice
Lolyus, Chi. s.s. 692, T. Iwamoto, 18th Aug.	—Chefoo, 11th Aug. General—
Order.	

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA" (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680
Feet. Beam 73½ Feet.

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KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, H'kong, Shanghai or Japan Ports of call to	
London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to	
London and Return (24 Months)	114
Reduced rates to all Points in the United States, Canada,	
and Europe.	

Luxurious Passenger Accommodation—Suites and State-rooms
(all outside rooms), Music room, Library, Smoking room, Nursery,
Laundry, Telephones, etc.DIRECT connection at Seattle with Great Northern and
Northern Pacific Railways for all points in the United States,
Canada and Europe.Cabin passengers may travel by rail if desired between ports
of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Prince's Building

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & HULL	Kandahar	24th Aug.
LONDON	Bloemfontein	22nd Sept.

Subject to change without notice.

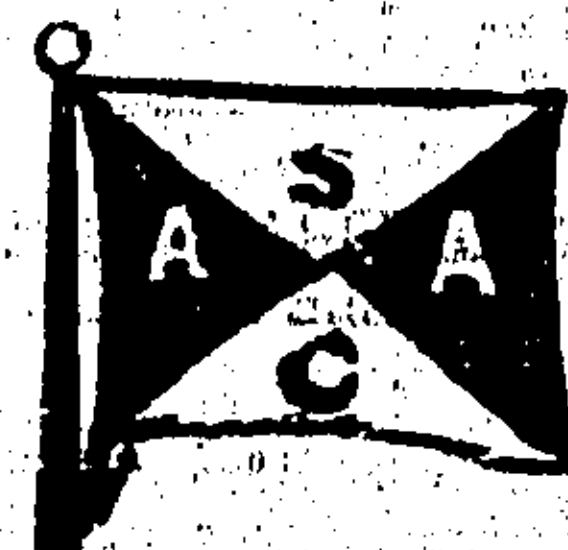
For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 18th Aug. 1915.

General Agents.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malabar Coast).

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SHEWAN TOMES & Co.,

General Agents.

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Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—					
NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER KEEL AT ORDINARY SPRING TIDE	RISE OF FLOOD	RISE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	100	16' 6"	12'	6'	6'
No. 2 Dock, Kowloon	217	10' 6"	14'	6'	6'
No. 3 Dock, Kowloon	204	10' 6"	14'	6'	6'
Private Slip, No. 4 Kowloon	100	10'	12'	6'	6'
WATERLOO					
Competition Dock	200	10'	14'	6'	6'
East Dock	100	10'	14'	6'	6'
Whampoa Dock	100	10'	14'	6'	6'

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc. M.I.N. Kowloon Dock Hongkong.

TOWN OFFICE,
QUEEN'S BUILDINGS,
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, FRIDAY, AUGUST 20, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

Continued from page 1.

THE GENERAL BALKAN SITUATION.

SKUPSTINA'S SECRET SESSION.

August 19, 3.10 p.m.
Reuter's correspondent at Nish says that the Skupstina is now sitting in secret session considering the Entente Powers' proposals. The gravity of the situation is fully realised as the outcome of the crisis in Greece, which is awaited with a view to the probable effect on the general Balkan situation.

WEALTHY FRANCE.

ENORMOUS GOLD DEPOSIT.

August 19, 3.10 a.m.
Reuter's correspondent at Paris says that over £80,000,000 sterling gold has been deposited in the Bank of France during the past seven weeks.

(In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.)

EARLIER TELEGRAMS.

MORE LOAN TALK.

August 18, 3.05 p.m.
Some experts forecast the floating of a British loan of one hundred millions sterling in America, free of income tax, in order to redress the fall in exchange.

ANOTHER MEMORANDUM FROM THE INTELLECTUALS.

August 18, 3.05 p.m.
Another memorandum by the German intellectuals to Dr. von Bethmann Hollweg is published. It bears eighty-two signatures, including those of Drs. Delbrück, Dernburg and Harnack, and protests against the annexation of politically independent nations as dangerous to German national unity.

MR. LLOYD GEORGE INDISPOSED.

August 18, 3.05 p.m.
Mr. Lloyd George is in bed, suffering from a feverish chill and is cancelling his northern tour.

THE "LLOYD GEORGE" SHELLS.

August 18, 3.05 p.m.
A letter from an officer in France, referring to the new Lloyd George shells, says they are magnificent, and that when the men got to the captured trenches they gave three cheers for Mr. Lloyd George.

M. VENIZELOS AND KING CONSTANTINE.

August 18, 3.05 p.m.
Reuter's correspondent in Athens says that the interview between King Constantine and M. Venizelos was marked by no unpleasantness as was reported to be the case at the previous audience. It is understood that both are practically agreed.

AFFAIRS IN GALLIOLI.

August 18, 3.05 p.m.
Reuter's correspondent at Malta says that several hospital ships have recently arrived with wounded, who have described the recent fighting as the most desperate, but the most successful, hitherto on Gallipoli. The wounded are much more optimistic regarding the prospects.

GERMANS EVACUATE MUENSTER.

August 18, 3.05 p.m.
A telegram received in Paris states that the Germans are evacuating the Munster valley, typhus having appeared among the troops at Guebwiller and also among the civilian population of Colmar.

WAR TELEGRAMS.

KOVNO AND GERMAN CLAIMS.

August 19, 5.00 a.m.
According to an Amsterdam message a Berlin communique announces that Kovno, with all its forts and enormous stock of war material, including over 400 guns, has been occupied by the Germans, and that it was taken by assault despite the most stubborn resistance.

FRENCH COMMUNIQUE.

MORE ENEMY ATTEMPTS FRUITLESS.

August 19, 2.45 a.m.
A Paris communique states that there has been intense cannonading and mine fighting at various points. Attempts by the enemy in Argonne to advance with grenades in the region of Marie Therese were all repulsed.

THE RUSSIANS.

KOVNO FORTIFICATIONS ON THE LEFT OCCUPIED BY ENEMY.

August 18, 6.05 p.m.
A Petrograd communique states that after desperate battles lasting for eleven days, which cost the Germans enormous losses, the Germans succeeded in occupying the fortifications at Kovno, situated on the left of the Niemen and west of the Jewish stream. The Germans are now attempting to cross this embanked brook where part of the works is still in our hands. We hold all the Kovno fortifications on the right of the Niemen.

Later.
Fighting is in progress on the upper Narew front. Between the Narew and Bug rivers it continues with fluctuating results, the enemy attacking with particular desperation the roads towards Bielsk and Bielek. The Germans continue to make persistent attacks on the north-eastern fortifications of Novogorodsk, especially those commanding the Mlawa railway.

Reuter's correspondent at Amsterdam states that the Kaiser has telegraphed to Field Marshal von Hindenburg expressing his warmest appreciation of the capture of Kovno, "the first and strongest bulwark on the inner line of Russian defences." He has conferred the Ordre Pour le Merite on General von Eickhorn and the Oak Leaves of the same Order on General von Litzmann.

ITALIAN COMMUNIQUE.

MORE AUSTRIAN DISCOMFITURE.

August 19, 2.45 a.m.
A Rome communique records sharp fighting along the whole of the front, the Italians capturing trenches in the Sexten region, in the Tyrol, and on the Trentino frontier; also in the Monte Nero zone and on the Santa Lucia hills, near Tolmino. Altogether two hundred and fifty prisoners were taken. A violent Austrian attack on the Carso plateau was repulsed, and the Italians, counter-attacking, won an important position to the west of Marostina.

SIR JOHN FRENCH'S DESPATCH.

August 19, 12.40 a.m.
Field Marshal Sir John French reports that there has been nothing important on the British front since the 10th inst. when the British recaptured the position at Hooge, which has been consolidated. Our trenches have been subjected to occasional bombardment, but there has been no infantry engagement, with the exception of two small bombing attacks which were easily repulsed. Unimportant intermittent artillery engagements have taken place on the rest of the front.

AUSTRALIA AND THE HOMELAND.

August 18, 6.05 p.m.
According to Reuter's correspondent in Melbourne it is understood that the Labour Party has approved of the Rt. Hon. Andrew Fisher, P.O., the Commonwealth Prime Minister, becoming High Commissioner for Australia in London and the Hon. William Morris Hughes, Federal Attorney General, assuming the Premiership.

RIVER BOATS IN COLLISION.

TO-DAY'S SEQUEL IN THE MARINE COURT.

WELCOME EXTENDED TO COUNSEL.

This morning at the Marine Court an enquiry was held at the request of the Hongkong Canton and Macao Steamship Co., Ltd., and Capt. R. A. Biras, master of the s.s. Tai Shan, into the alleged incompetency and misconduct of Capt. James Willon, master of the s.s. On Lee, owned by the Sze Yap Steamship Co. Ltd, in regard to a collision which occurred between the two ships in the Western Examination Anchorage near the western boundary of the harbour li cits.

The court was composed of the following:—Commander C. W. Beckwith, R. N.; Acting-Commander F. Gibson, H. M. S. Tamar; Capt. W. Meaney, R. N.; Capt. C. P. Seddon, R. N.; and Capt. E. Forsyth, R. N. Ketchikan.

Mr. Eldon Potter, instructed by Mr. J. Scott Harston, appeared for the Hongkong Canton and Macao Steamship Co., and Mr. H. E. Pollock, K. C., instructed by Mr. C. D. Wilkinson, for the captain of the On Lee.

The president, having read the warrant establishing the court, took the opportunity of welcoming the eminent counsel, the Hon. Mr. Pollock and Mr. Potter to the court, as he understood this was the first time in twenty years that counsel had attended that court.

The Hon. Mr. Pollock, K. C., thanked the court for the words of the president. They would appreciate the fact, if before they paid their next visit there were over head fairs installed in the court. Some of them were suffering from the heat.

The president signified that he quite agreed.

Mr. Potter, after associating himself with what the Hon. Mr. Pollock had said, proceeded to outline the case for the Tai Shan.

On Sunday, August 8, he said, the Tai Shan left Macao for Hongkong at 3 p.m.; the On Lee left a little earlier from the same port. The former ship took what he believed was called the inner course and the latter the outer. From the Brothers onward, Capt. Biras was on the bridge of the Tai Shan. He sighted the On Lee when he was off Chung Hui and when near the island of Cheung Chan he saw the examination launch. As in duty bound, the course of the Tai Shan was directed towards the examination launch for the examination which has been enforced since the beginning of the war, Capt. Biras, having sighted the launch, took certain customary steps. At 6.19 p.m. he rang "stand by," and three minutes later "slow ahead."

Shortly after that the usual signals were hoisted upon the examination launches. At this time the Tai Shan was about 600 yards from the examination launch and the On Lee was about 1000 yards away.

The next point, he would ask the Court to note, was that Capt. Biras at 6.25 p.m. telegraphed "Stop"; at 6.26 he telegraphed "full astern" and at 6.27 "stop." They now had the Tai Shan alongside the examination launch ready for examination. When in this position, Capt. Biras was surprised to see the On Lee still coming ahead quite rapidly. He was surprised because he thought the On Lee would obey the ordinary harbour regulations and adopt the same procedure as he would.

The captain of the On Lee did not do so, and though apparently he reversed his engines when about one length away from the Tai Shan, he came on and struck the Tai Shan with considerable force upon the starboard side by the forward gangway.

A point, which counsel thought ought to be brought to the notice of the court was that shortly before the collision took place the examination launch which had been headed in the same direction as the Tai Shan, had backed astern for the purpose of carrying out the examination. It was a fortunate thing that she did so, for, if she had not, she would also have been run down by the On Lee, and there would have been two victims instead of one.

The only explanation that they had up to the present from the captain of the On Lee, with reference to his extraordinary conduct, was an explanation given to Lieut. Daly, who, when he came alongside the On Lee to pass her into the harbour, asked why he did not stop. The only reply he got was that he, Capt. Willon, did not see the signals.

He, counsel, thought it inconceivable that that could be the case, although, at the time, the On Lee's bridge had upon it quite a large number of passengers, whether that was the reason why Capt. Willon did not see the signals, he could not tell. Any way he would submit that if the captain did not see the signals, he ought to have done, and if he saw the signals he ought to have stopped. Counsel would say Capt. Willon ought to have seen the signals, because he knew where he was and he must have known that he would have to pass an examination launch, before going into the harbour. He ought to have done what he had been doing for the last twelve months and come alongside the launch, instead of which he was running past at a speed of four knots. Messrs. Wilkinson and Gibson in a brief said the Tai Shan was at fault because she did not obey rule No. 19 for Preventing Collisions at Sea. He submitted that that did not apply in the present case as this was taken under the local regulations.

In answer to Mr. Pollock, Capt. Biras, who had borne out Mr. Potter's statement, admitted that in the ordinary way the On Lee being on the starboard side, he would have to give way to the On Lee. That was apart from the local regulations.

Mr. Pollock:—Do you suggest that the On Lee had not the right of way?—I was under the influence of the guard boat. They had signalled for me to stop. I was inside the examination anchorage.

Do you suggest that the signal m.m. to stop, absolves you from liability to follow the ordinary rule of the road?—Yes.

The signal does away with the starboard side rule altogether?—Yes; I am under the influence of the examination launch signals.

Do you suggest the procedure to be followed, that the signal m.m. does away with all the other regulations for preventing collisions at sea?—Yes; otherwise I should be fired upon. I have been fired upon four times already.

Witness added that, of course, while he might not obey the rule of the road inside the examination anchorage, under the command of the examination launch, he would consider himself under the rule of the road. At the time of the collision the Tai Shan had not enough way on her to enable him to steer. He did not give any orders to the helmsman to see if she would answer the helm; they were coming up to the examination launch, and in doing so ignored the On Lee, taking it for granted she had stopped.

Mr. Pollock:—You were gambling what you thought was doing?—No, no. I was under the control of the examination launch.

Questioned as to whether the Tai Shan had not passed the examination launch, witness answered that the rebuke from Mr. Pollock:—D. a tale of talk nonsense.

Witness:—It is not nonsense to me; I know what I am talking about. Continuing he deined that the Tai Shan struck the On Lee and claimed that the latter's ruck hit his boat. The On Lee twisted her stem on his guard.

Mr. Pollock:—I put it to you, your ship was going faster than the On Lee?—Nonsense; it is a lie.

I put it to you?—It is a lie. It is always the case; last time I was going faster too.

If you had put the ship astern soon enough there would not have been a collision?—Why should I go astern?

You must not argue with me?—But I must argue with you. Why should I have gone astern?

Mr. Pollock:—You must not argue with me; if you do I shall have to ask the protection of the court.

The president directed the witness to answer the question and save time; the court was composed of men fully competent to decide.

Witness admitted there were a large number of passengers on board the Tai Shan.

Mr. Pollock:—Did nearly all the passengers go over to the starboard side?—A lie, Oh! I am sorry, I thought you wanted to suggest the Tai Shan went to the starboard side.

I think you had better wait till I have finished my questions instead of automatically calling things "a lie."

The President:—He is probably doing it to make his replies more clear.

After the collision, continued witness, the On Lee backed out and the Tai Shan lay practically stationary. He denied that the Tai Shan went on ahead after the collision.

T. J. Crispin, chief officer of the Tai Shan, gave corroborative evidence.

Mr. J. S. Johnson, chief engineer of the Tai Shan, who was on deck with the last witness, saw the On Lee a length and a half away, coming at the rate of 5 knots. Anticipating a collision he went down to the engine room, where he felt the impact.

In answer to Mr. Pollock, the On Lee, when he saw her, was coming on the Tai Shan nearly at a right angle with her.

Mr. John Wilson, second engineer, bore testimony as to the orders received in the engine room from the bridge, and produced his log in support of his statements. His last order, "stop," came almost simultaneously with the collision.

Lieut. Daly, R.N.R., No. 2, Boarding Officer, said that, soon after 6 p.m. on August 8, he was expecting the Tai Shan and On Lee. He first saw the On Lee about six miles away. Ten minutes later he saw the Tai Shan coming through Opestimun about 4 miles away. He hoisted the M. M. signal. When this was done ships generally took their way off and came up to the examination launch. When he hoisted the signal on this occasion, the Tai Shan was 600 yards and the On Lee 900 yards away. The signal was really meant for both. The leading ship, the Tai Shan, had the preference and he was about to deal with her first, she answering the signal with a code pennant and a blast on the whistle. She was headed towards the examination launch, coming down at a moderate speed, and, as she reached the launch, her engines had stopped and she was making very little way, if any.

(Continued on Second Extra.)

Exporting Opium.

A Chinese was charged this morning before Mr. J. R. Wood with having in his possession, on the Kowloon Railway Station, two seals of Government opium for which he had no permit to export. He was fined twenty-five dollars or in default imprisonment for one month.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE &
GENERAL BROKER

(By Order of the Mortgagee)

PUBLIC AUCTION.

THE Undersigned has received
instructions to sell by Public
Auction on

MONDAY,

the 23rd August, 1915, com-
mencing at 12 o'clock noon at
his Sales Room, Duddell Street.
(For account of the Concerned)
60 Shares of the "Yue Tak
Co., Ltd."

(Nos. 801-860)

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.THE Undersigned has received
instructions to sell by
Public Auction on

MONDAY,

the 23rd August, 1915, commencing
at 5.30 p.m. at Ah King's
Slipway, Wanchai.

The Motor Launch

"WHITE STAR"

(built of teak wood)

length 32'

beam 7'

draft 3' x 3"

with a 30 H. P. 4 cylinder engine
in good running order. Speed
11 miles.

On view Now.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

By Order of the Mortgagee.

Mr. Geo. P. Lammert has
received instructions to sell by
PUBLIC AUCTION

on

TUESDAY,

the 24th day of August, 1915 at
three o'clock p.m. at his Sales
Room Duddell Street.The following Valuable Lease-
hold Property situate at Victoria,
Hongkong, viz:—All that piece or parcel of
ground situate at Victoria afore-
said and known and registered
in the Land Office as Inland Lot
No. 160 together with the messu-
ges erections, and buildings
thereon known as Nos. 122, 124
and 126 Queen's Road Central
Victoria aforesaid. Term 75
years created by a Crown Lease
dated 17th April 1844 Extended to
999 years granted by an Extension
for 924 years dated 1st Fe-
bruary, 1854. Annual Crown
rent £11-11-7. Area 3192
Square feet.For further particulars and
Conditions of sale apply to
JOHNSON STOKES and
MASTER,Prince's Buildings,
Ice House Street, Hongkong,
Solicitors for the Mortgagees,
or toGEO. P. LAMMERT,
The Auctioneer.
Hongkong, 9th August, 1915.

NOTICES.

PEAK TRAMWAY CO.
LIMITED

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.	10.00 A.M. to 11.00 A.M. " "
8.00 A.M. to 9.00 A.M. " "	11.00 A.M. to 12.00 P.M. " "
9.00 A.M. to 10.00 A.M. " "	12.00 P.M. to 1.00 P.M. " "
10.00 A.M. to 11.00 A.M. " "	1.00 P.M. to 2.00 P.M. " "
11.00 A.M. to 12.00 P.M. " "	2.00 P.M. to 3.00 P.M. " "
12.00 P.M. to 1.00 P.M. " "	3.00 P.M. to 4.00 P.M. " "
1.00 P.M. to 2.00 P.M. " "	4.00 P.M. to 5.00 P.M. " "
2.00 P.M. to 3.00 P.M. " "	5.00 P.M. to 6.00 P.M. " "
3.00 P.M. to 4.00 P.M. " "	6.00 P.M. to 7.00 P.M. " "
4.00 P.M. to 5.00 P.M. " "	7.00 P.M. to 8.00 P.M. " "
5.00 P.M. to 6.00 P.M. " "	8.00 P.M. to 9.00 P.M. " "
6.00 P.M. to 7.00 P.M. " "	9.00 P.M. to 10.00 P.M. " "
7.00 P.M. to 8.00 P.M. " "	10.00 P.M. to 11.00 P.M. " "
8.00 P.M. to 9.00 P.M. " "	11.00 P.M. to 12.00 P.M. " "

NIGHT CARS.

SATURDAYS
Extra Car at its midnight.
SPECIAL CARS
By Arrangement at the Company's Office,
Alexandra Buildings,
Dea Voors Road, Central.

Season and punch tickets available for all cars already full running at the time stated in company's time tables, but not for special cars, obtained on application at the Company's Office. Season tickets will be issued until payment has been made in Bank Notes or by Cheque. Improvise order representing Bank Notes.

JOHN D. HUMPHREYS & SON.

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, FRIDAY, AUGUST, 20 1915.

RIVER BOATS IN COLLISION.

(Continued from Extra.)

Witness had his back to the On Lee, expecting her to obey his signal. When about 30 feet from the Tai Shan, he went astern to get alongside the Tai Shan, and, while doing so, he saw the On Lee cross his bows. Had he not gone astern when he did, the launch would have been struck. The On Lee was travelling at a rate of from 3 to 4 knots when she collided with the Tai Shan. After examining the Tai Shan, he next saw the On Lee steaming towards the harbour, witness called on her to stop again, and, on going alongside, asked why the On Lee had not obeyed his first signal. Capt. Willon said he had not seen it, and witness replied that that was rather funny as the Tai Shan had.

In answer to Mr. Pollock, witness said that the Tai Shan, having put up her pennant, had his attention first.

The engines of the On Lee were going astern at the time of the collision. The stem of this boat was twisted but that would not necessarily indicate to him that there had been any movement on the part of the Tai Shan. At the time of the collision he was dealing with the Tai Shan and he considered she was under his orders.

Albert Porter, R.M.L.I., said the On Lee's usual practice was to stop her engines in answer to the signal, but to fail to give the answering pennant. The flags were flying broadside on to the On Lee.

Opening the defence the Hon. Mr. Pollock said that if they were correct in their contention that the On Lee had the right of way she had the right to pass down the starboard side of the launch and it was the duty of the Tai Shan to keep out of her way. It was also her duty under article 23 to stop and reverse her engines if near or approaching the On Lee and it was also her duty to avoid taking any course which would take her across the bows of that vessel. There could not be the smallest doubt that that would be the ordinary rule of navigation, but it had been suggested that under the present circumstances different rules applied and that the old rules had been abrogated.

The case was proceeding as we went to press.

POLICE RESERVE ORDERS.

Police Reserve Orders issued to-day by Mr. F. O. Jenkin D. S. P. (Reserve) state:—

Return of Rifles.

The Orders of August 19th-20th should read—"Ammunition must be retained in safe custody until further orders". No ammunition is to be returned to Store.

Sergeant Major's Rank.

The Hon. the O. S. P. directs that in the Police Reserve, the Sergeant-Major will wear the uniform of and rank as an Inspector. This Order will apply as from 8/8/15, the date of the first appointment of a Sergeant-Major.

Wearing of Uniform.

N. O. Officers detailed to take charge of parades must wear uniform when on such duty.

Leave.

P. C. H. D. Browne is granted six months leave as from August 24th.

Joined.

The following have joined:—N. B. White, Mahomed Abbas, Adam Bandran, Kassim Hussain, Sheik Abdool Hamid, Yacob Mahomed, Bumsjhan Mahomed Omar, Usaff Mahomed Omar, Abdool Rahman, Abdool Hamid Samy.

Guards.

The Guard provisionally detailed for Friday, 20th, will not parade for duty.

HERR DERNBURG.

A Former Visitor to Hongkong.

The Telegraph of October 18, 1910 has the following:—

Herr Dernburg, ex-German Minister for the Colonies, arrived here this morning from Shanghai by the German mail. We learn from a Shanghai contemporary that his original intention was to visit Shanghai via Peking and Hankow in a week's time, and stay there for ten days or a fortnight, but he has altered his plans, and proceeded first to Hongkong and Canton and will return to Shanghai for a longer visit before leaving for Europe.

Herr Dernburg's visit to the East is in no way official, as he is no longer in the Government; but it is only natural that in the case of a man of wide interests his tenure of office should have stimulated his desire to absorb at first hand the great and paramount interest, both commercially and socially, that the affairs of the Far East have assumed in the development of the world. His visit may be taken as an expression of the very great interest that the business community in Germany is taking in the development of the East, and as such the announcement of his trip was warmly received by the competent authorities.

Herr Dernburg was born in South Germany and is a banker by profession. He began his business career in the States, and was Manager of the Bank of Commerce and Industry when he received the appointment of first Colonial Minister for the German Empire. The post was created as the result of his own efforts to obtain the appointment of a Cabinet Minister for colonial affairs. Herr Dernburg is well known in England and he speaks our language fluently.

DAY BY DAY.

Up to the Minute.

The following closing quotations reached us too late for correction on page 4.

Hongkong Banks.—\$830, sellers.
Donglase's.—\$681, buyers.
Steamboats.—\$221, sellers.
China Sugars.—\$127, buyers.
Shanghai Docks.—\$61, buyers.
Kung Yik.—Tls. 15.35, sales and buyers.
Cements.—\$8, buyers.
A. S. Watson's.—\$6.00, buyers.
"Monte Christo" at the Bijou Theatre.

The proprietors of the Bijou Theatre have succeeded in making arrangements for the acquisition of the four-part film "Monte Christo." The picture is based on Dumas' world-famous novel and has been produced on a most magnificent scale. It will be shown for the first time on Saturday night, and should prove the greatest attraction which this popular little house of entertainment has offered for a very long while.

A Muzzle-less Dog.

This morning at the Police Court, Mr. Carvalho of No. 3 May Road, was summoned before Mr. Lindsell for allowing his dog to be abroad without having its muzzle on. It was explained that the dog, which had a portion of a chain attached to his collar, had broken out and a fine of one dollar was imposed.

Another Opium Capture.

The case was remanded at the Police Court this morning in which two Chinese stand charged with the unlawful possession of 166 tools of raw opium. The men were stopped carrying a bag containing the drug, at Yaumati. Mr. J. H. Gardiner is appearing for one of the defendants.

Boatmaster Fined.

Before Commander C. W. Beckwith R. N., at the Marine Court this morning P. C. Charles Aitken charged Li Fuk, boatmaster, with unlawfully moving about the harbour during prohibited hours on the 18th inst. Defendant was fined \$10 or in default ten days' hard labour.

ST. JOHN AMBULANCE ASSOCIATION.

War Fund for the Wounded.

Mr. E. Balphs, Hon. Secretary of the Hongkong Centre of the St. John Ambulance Association, acknowledges gratefully the receipt of the sum of Two Hundred Dollars being portion of the proceeds of a Theatrical Performance recently given by the Queen's College Dramatic Society. The amount above named is given as a donation to the "War Fund for the Wounded," which is being raised by the Association.

As an indication of the work done during the war by the Association it may be noted that immediately on the outbreak of hostilities 4,000 trained ambulance men were mobilised as Hospital Orderlies in the Army and Navy, several thousands being held in reserve. Nearly 2,000 more Orderlies were despatched later and some 200 Medical men and Nurses have been sent to the front, while Motor Ambulances have been supplied to carry the wounded from the front to the base. 150 Hospitals and Convalescent Homes have also been established and supplied with the necessary staffs.

Quite recently the Association has undertaken to provide and maintain either at home or abroad—as the War Office may decide—a General Hospital of 525 beds, fully equipped with staff, furniture, medicines, instruments, etc. The Association—the full title of which is "The Ambulance Department of the Order of St. John of Jerusalem," H.M. the King being Sovereign, Head and Patron of the Order—forms part of the Red Cross Organization of Great Britain, equally with the British Red Cross Society.

In addition to the amount just received, subscriptions as below have recently been forwarded to the Association:—

H. E. Sir Henry May,	...	\$100.00
K.C.M.G.,	...	
Local Committee, St. John's Ambulance Association	...	200.00
N. J. Stabb, Esq.	...	100.00
Sir Robert Ho Tung	...	100.00
Ellis Kadoorie, Esq.	...	100.00
W. Dickson, Esq.	...	50.00
Ho Kam Tong, Esq.	...	50.00
Catholic Women's League	...	29.70

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman V. D. state:—

Joined.

Private W. L. Handyside joined the Corps on 20th inst. allotted Corps No. 1386 and posted to Civil Service Company.

Leave.

LeCpl. J. T. Tooker is granted leave of absence from 21. 8. 15 to 21. 8. 16.

Parades.

Parades for Saturday, 21st inst. Nil.

Detail.

Gan Club Hill, Kowloon. On duty until morning of 25th inst. Scout Company. Officer on duty to-night Lieut. Murphy. Officer on duty to-morrow night Capt. Stewart.

Detention Camp, Kowloon. On duty to-night No. 1 Sec. Army. Batty, and the following members of Right Sec. M.G. Co.: Ptes. Cordeiro, Wilman, D'Azevedo, H. Hyndman, Pereira, F. Murray and Ribeiro. Officer on duty Lieut. Kennett. On duty to-morrow night Left Sec. M.G. Co. & the following members of Right Sec. M.G. Co.:—Ptes. R. Anderson, Archie, Benjamin, Graaves, Machado, and Setna. Officer on duty Lieut. Rees. On duty 22nd inst. Centre Section M. G. Co. Officer on duty Lieut. Wright. Orderly Officer until 25th inst. Lieut. C. Smith. Orderly Sergeant until 25th inst. Corpl. Young.

